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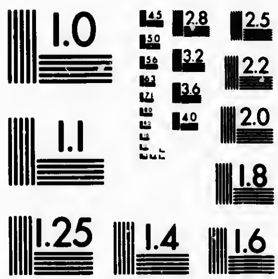

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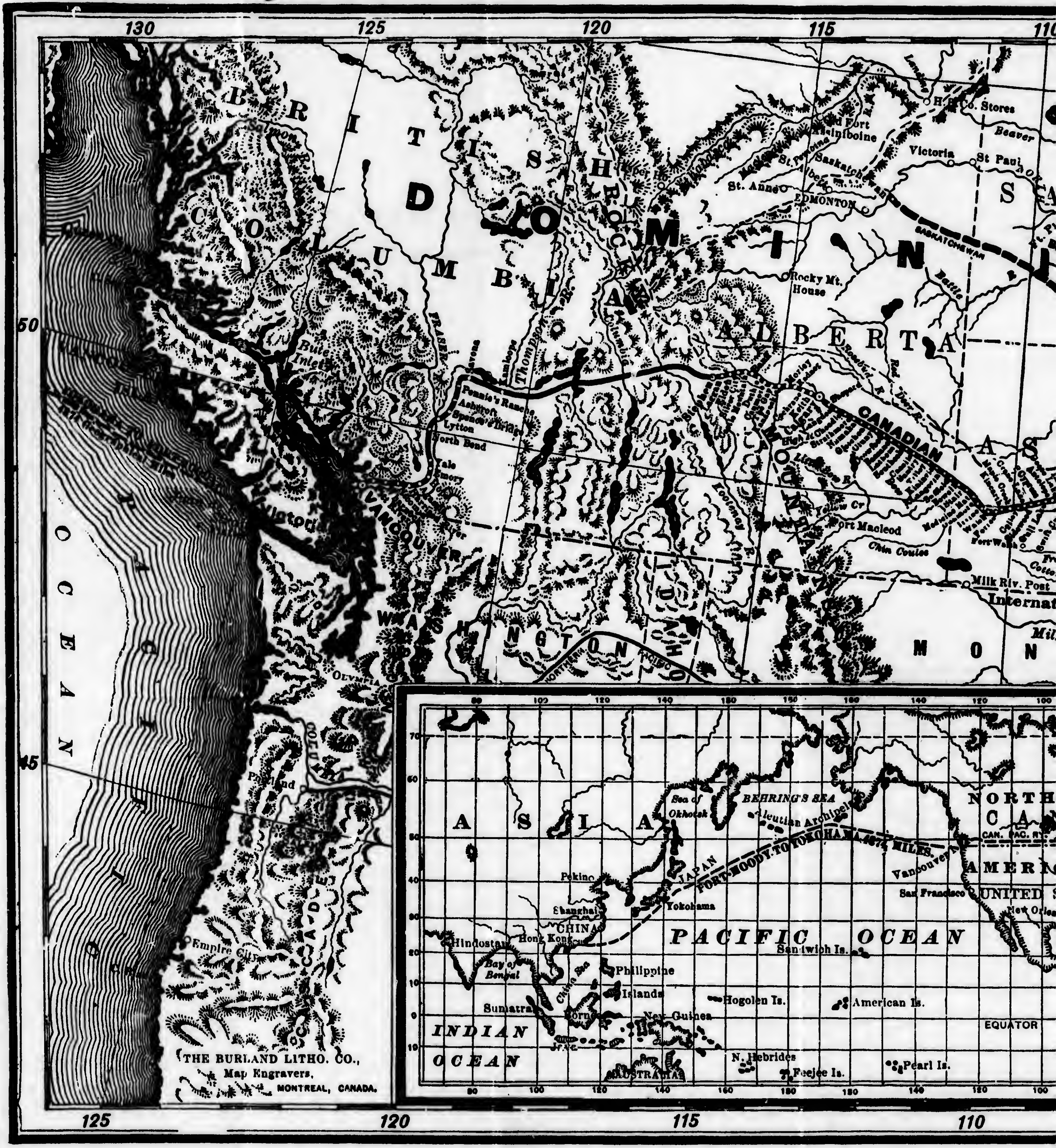

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OCEAN
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Victoria
St Paul
St. Anne
EDMONTON
SASKATCHEWAN
Rocky Mt. House
Fort Macleod
Milk Riv. Post
Bute Inlet
Ashcroft
Lytton
North Bend
Yale
Emory
Portland
Empire City
Olympia
VANCOUVER
THE BURLAND LITHO. CO.,
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Sea of Okhotsk
Aleutian Archipelago
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FORT MOODY TO YOKOHAMA
Pekino
Shanghai
CHINA
Hindostan
Hong Kong
Bay of Bengal
Philippine Islands
Sumatra
New Guinea
Hogolen Is.
American Is.
N. Hebrides
Feejee Is.
Pearl Is.
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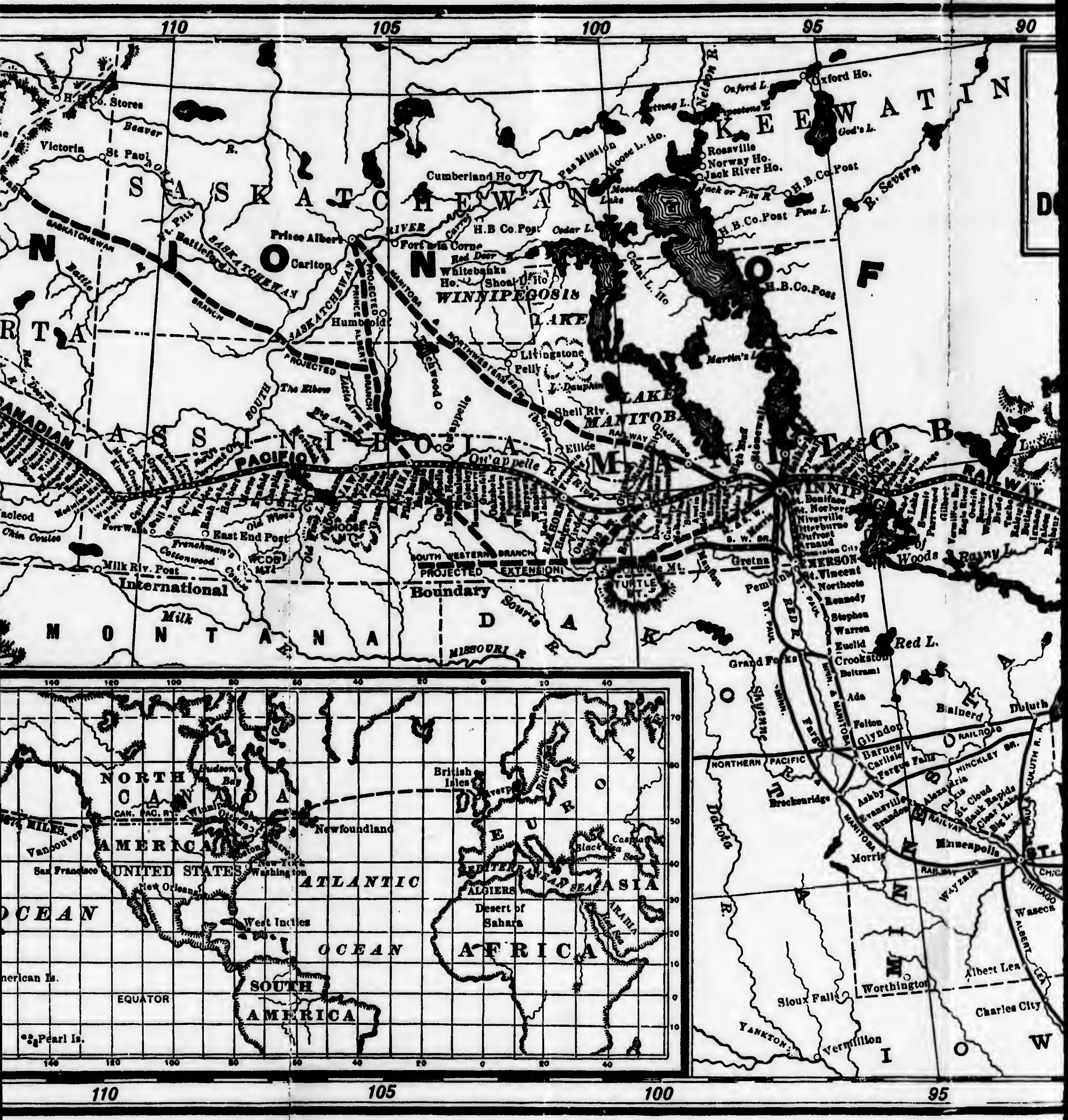
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MONTANA
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IOWA
H.B.Co. Stores
Victoria
St Paul
Beaver R.
Prince Albert
Carlton
Battleford
Humboldt
Cumberland Ho
Fort a la Corne
Red Deer R.
Whitebanks Ho.
Shoal L. Ho
WINNIPEGOSIS LAKE
Livingstone
Pelly
Touchwood
Qu'appelle
Shell Riv.
Ellice
The Elbow
Big Arm R.
Qu'appelle R.
PACIFIC
CANADIAN
RAILWAY
SOUTH BRANCH
SASKATCHEWAN
PROJECTED
PRINCE ALBERT BRANCH
MANITOBA & NORTHWESTERN RAILWAY
Oxford Ho.
Oxford L.
Nelson R.
Norway Ho.
Jack River Ho.
Rossville
Pas Mission
Moose L. Ho.
Moose Lake
Cedar L.
Cedar L. Ho
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H.B.Co.Post
Jack or Pike R.
God's L.
R. Severn
Martin's L.
L. Dauphin
LAKE MANITOBA
WINNIPEG
St. Boniface
St. Norbert
Niverville
Otterburne
Dufrost
Arnaud
Dominion City
EMERSON
St. Vincent
Gretna
Pembina
Northcote
Kennedy
Stephen
Warren
Euclid
Crookston
Beltrami
Ada
Felton
Glyndon
Red L.
Woods
Rainy L.
Macleod
Fort Walsh
Chin Coulee
Milk Riv. Post
International
Boundary
Milk R.
Frenchman's
Cottonwood
Coulee
WOOD MT.
East End Post
Old Wives L.
MOOSE MT.
SOUTH WESTERN BRANCH
PROJECTED EXTENSION
TURTLE MT.
Souris R.
MISSOURI R.
Grand Forks
Fargo
Shyenne R.
Dakota R.
RED R.
ST. PAUL
MINN. & MANITOBA
NORTHERN PACIFIC RAILROAD
Barnes V.
Carlisle
Fergus Falls
Brainerd
Duluth
HINCKLEY BR.
Breckenridge
Ashby
Evansville
Brandon
Alexandria
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Morris
Wayzata
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Albert Lea
Charles City
Sioux Falls
Yankton
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Hudson's Bay
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Ottawa
Vancouver
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New Orleans
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Black Sea
Caspian Sea
MEDITERRANEAN SEA
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MAP
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IOWA
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NEW
E. Main Ho.
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Rupert Ho.
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Albany Ho.
South River Ho
Moose Ft.
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Gloucester Ho
L. Joseph
L. Nipigon
Henley Ho
Moose R.
River Abbitibbi
L. Abbitibbi
Grand L.
R. Saguenay
L. St. John
Three R.
RAILWAY
Rainy L.
PORT ARTHUR
Lake Temiscamingue
L. Nipissing
SUDBURY
NORTH BAY
Ottawa R.
OTTAWA
Arnprior
Almonte
Aylmer
Hull
Renfrew
Sault Ste Marie
Algoma
Manitoulin
Gravenhurst
Ogdensburg
Morristown
Kingston
Cobourg
Port Hope
Barrie
Kincardine
Teeswater
TORONTO
Goderich
Stratford
London
Port Huron
Lapeer
Flint
Durand
DETROIT
Amherstburg
Cleveland
Toledo
Jackson
Lansing
Grand Rapids
Muskegon
Saginaw City
Traverse City
Escanaba
Oshkosh
Fond du Lac
Janesville
Madison
Rockford
Dubuque
CHICAGO
Mansfield
Pittsburgh
Dunkirk
BUFFALO
Niagara Falls
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Syracuse
ERIE
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St. Cloud
Sauk Rapids
Clear Lake
Big L.
Anoka
Chippewa Falls
Black River Falls
Mississippi
Waseca
Winona
La Crosse
Tomah
Albert Lea
Charles City
Dubuque
River
GRAND TRUNK RY.
MICHIGAN CENTRAL RY.
CHICAGO & NORTH WESTERN RY.
N. Y. LAKE ERIE & W. R.R.
LAKE SHORE
BALT. & OHIO R.R.
CHICAGO
PITTS FT. WAYNE &
Hinckley Br.


NEWFOUNDLAND
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Rochester
Syracuse
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BUFFALO
Dunkirk
N. Y. LAKE ERIE & WESTERN
Binghamton
ALBANY
NEW YORK
VERMONT
NEW HAMPSHIRE
Portsmouth
Lowell
BOSTON
Springfield
Providence
New Haven
NEW YORK
Jersey City
PHILADELPHIA
Harrisburg
PENNSYLVANIA R.R.
Pittsburgh
BALTIMORE
OHIO R.R.
Richmond
Sherbrooke
Stanstead
GRAND TRUNK RY.
Gorham
AUGUSTA
Lewiston
PORTLAND
Bangor
St. Andrews
Eastport
ST. JOHN
FREDERICTON
NEW BRUNSWICK
Newcastle
Moncton
INTERCOLONIAL RY.
Pictou
Truro
HALIFAX
Annapolis
Digby
Lunenburg
Yarmouth
NOVA SCOTIA
Charlottetown
PR. EDWARD ISLAND
CAPE BRETON
GULF OF ST. LAWRENCE
River St. Lawrence
PORTLAND TO LIVERPOOL 2785 MILES
BOSTON TO LIVERPOOL 2856 MILES
NEW YORK TO LIVERPOOL 2986 MILES
PHILADELPHIA to LIVERP'L 3147 MILES
BALTIMORE to LIVERP'L 3378 MILES
ATLANTIC OCEAN

Table of Comparative Distances.

	Geographical Miles.
Main Line — Montreal to Port Moody. All Rail Route (under construction,)	2,520
From New York to Port Moody, via Brockville and Can. Pacific R'y	2,746
From New York to San Francisco, via Central and Union Pacific Railways, and shortest connecting lines through the United States	2,896
From Liverpool to New York.	2,986
From Liverpool to Port Moody, via Montreal and Can. Pac. R'y	5,166
From Liverpool to San Francisco, via shortest connecting lines in the U.S.,	5,880
From Liverpool to Yokohama (Japan), via Montreal and Can. Pac. R'y.,	9,546
From Liverpool to Yokohama (Japan), via New York and San Francisco,	10,426

The distances *via* the Canadian Pacific Railway, are by the Rail and Lake Route.

GASPESIA

L'HON. THEODORE ROBITAILLE

Late Lieutenant-Governor of the Province of Quebec.

NOTES

ON

GASPESIA

SECOND EDITION

PRINTED BY AUTHORITY

1885

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NOTES

ON

GASPESIA

CHAPTER I

SITUATION—LIMITS—EXTENT—GENERAL OUT LINE

The name of Gaspesia is applied to the great peninsula which forms the south-eastern extremity of the province of Quebec.

This territory is situated between latitude 49°15' at La Pointe-au-Gros-Mâle, on the St. Lawrence, and 47°19' at the confluence of the Rivers Ristigouche and Patapedia, and between longitude 64°22', at Cap Rosier, and 68°6' at the mouth of the Grand Metis River.

The Gulf of St. Lawrence forms the north-eastern limit of Gaspesia. On the south it is bounded by the Baie des Chaleurs and the Ristigouche River which divides it from New-Brunswick, as far as the confluence of the Rivers Ristigouche and Patapedia. Its western limit is formed by a line following the course of the Patapedia to its source and extending thence to the head of the River Metis, whose course it follows until it falls into the St. Lawrence.

The area comprised within these limits covers a superficies of 10,783.73 square miles or 6,900,941 square acres. This extent is distributed as follows amongst the three counties which compose Gaspesia :

	Miles	*Acres*
County of Rimouski	3,030.82	1,939,720
" Bonaventure	3,291.69	2,106,681
" Gaspé	4,461.22	2,854,540
Total	10,783.73	6,900,941

This extent of territory is comparatively small, not even one twentieth of the total area of the province, but still it forms a large region when compared with certain provinces of the Confederation or with some of the most densely populated and civilized countries of Europe.

This will be clearly seen on reference to the following table.

Countries.	*Area.*	*Population.*
Holland	12,791	3,674,000
Belgium	11,500	5,100,000
Denmark	14,615	1,784,000
Switzerland	15,990	2,670 000
Scotland	30,685	3,360,000
Ireland	31,874	5,411,000
New-Brunswick	27,174	321,233
Nova-Scotia	20,907	440,572
Prince Edward Island.	2,133	108,891
Gaspesia	10,783	56,860

If we suppose it inhabited in the same proportion as Switzerland and Scotland, Gaspesia could support a population of more than a million souls. The realization of this hypothesis is not an impossibility, for Gaspesia is less mountainous and its soil, in general, much more fertile than that of either Switzerland or Scotland, to say nothing of the fact that its fisheries constitute a source of inexhaustible riches, not to be found in Scotland and still less in Switzerland. Moreover, neither of these two countries has forests capable of supplying the lumber trade with enormous quantities of timber of the very best quality.

The territory of Gaspesia is as rich, as susceptible of development as Prince Edward Island,

has a better agricultural climate, and it is as easy of access by rail and easier by navigation. Now Prince Edward Island, whose area is not one-fifth that of Gaspé, has a population of 108.891 souls, from which we may conclude that the territory of the latter might support a population proportionate to its extent or five times greater, which would make 544.455, or, in round numbers, half a million. In such a case the area allotted to each person would be fourteen acres or about one hundred acres to each family, which exceeds by thirty per cent that occupied by each family in the province of Quebec, according to the census of 1871.

Gaspesia has at present but 56.860 inhabitants, thereby clearly showing that it is a country into which the tide of immigration might abundantly flow without encumbering its great extent.

Unfortunately it has always been ignored by immigrants, who would nevertheless find in it incontestable advantages which are not to be found in other parts of the province of Quebec.

In addition to its agricultural resources, the settler has in its fisheries a safe means of providing for the subsistence of his family. The fact is

that the greater portion of its population lives on the fisheries and lives comfortably. This comfort might be considerably increased if, in the moments of leisure left them by the fishing, the inhabitants were to give more care and attention to farming. Still, notwithstanding this neglect, the people of Gaspesia cultivate all the produce required for their consumption.

According to the census of 1871 the yield of wheat, per acre, was 8.3 bushels in Rimouski; 11.9 in Bonaventure and 15 in Gaspé or an average of 11.7 bushels for the three counties. This equals and even exceeds that yielded by the most fertile and cultivated regions in other sections of the province. By the same census it appears that the yield of the following counties for every acre sown with wheat was: Maskinongé 7.11 bushels; Napierville 6; Bagot 7.69; Chambly 6.73; Verchères 6.19; Richelieu 7.46; Brome 13.41; Compton 12.89. Gaspé therefore greatly excels, in the cultivation of wheat, the other localities, while Bonaventure and Rimouski show a yield 30 per cent. greater than the rich counties in the valley of the Richelieu.

These facts naturally lead us to ask the reason why Gaspesia is not more settled.

It is no doubt due to want of information about that country and its isolation. In all the publications scattered broadcast to attract immigrants, the name of Gaspesia is hardly even mentioned; and, as that region is completely outside of the route taken by immigrants to reach the port of Quebec and the other large cities of Canada, they cannot even have an idea of settling in that part of the country. The only two ports frequented by vessels from England are Gaspé and Paspébiac; but these vessels only come to load with fish and with the exception of those consigned to the Robins they always come out in ballast and bring neither freight nor passengers, not even immigrants for whom they could not supply proper accommodation.

But, out of a population of 56,860 in Gaspesia, there are only 3,067 who are not natives of the country and of these 1,025 come from Prince Edward Island, Nova Scotia and New Brunswick leaving only 2.042 people born out of the country, or less than one twenty-seventh of the whole population.

The population of Gaspesia has therefore been almost exclusively made up by the excess of

births over deaths and even this does not prevent it from having increased pretty rapidly and constantly as shewn by the following table :

RIMOUSKI

Dates	*Population*	*Increase*	*Per cent.*
1852	3,866		
1861	8,509	4,823	130.85
1871	12,958	4,449	52.28
1881	17,267	4,309	33.25

BONAVENTURE

1852	10,844		
1861	13,092	2,248	20.73
1871	15,293	2,201	16.81
1881	18,908	3,615	23.63

GASPÉ

1852	8,702		
1861	11,426	2,724	31.33
1871	15,557	4,131	36.15
1881	20,685	5,128	32.96

THE WHOLE OF GASPESIA

1852	23,412		
1861	33,027	9,795	60.93
1871	43,808	10,781	35.08
1881	56,860	13,052	30.46

As may be observed, during the decade between 1871 and 1881, the county of Rimouski shows the largest increase ; it exceeds Gaspé by 0.29 and Bonaventure by 9.62 per cent. This is due in a

great measure to the construction of the Intercolonial Railway which has opened up to settlement much land which was formerly inaccessible or too remote and has given a powerful impetus to colonization.

With the exception of the portion comprised in the county of Rimouski, that is to say in the portion of that county called, in the census of 1871, Rimouski-East, there is but one concession settled in Gaspesia, that which borders on the sea. The habitations are like a riband which completely *circles* the great interior plateau and it is only in Shoolbred, on the Nouvelle River, and some other localities, that a few lots have been settled in the interior concessions and short roads made to reach them.

Colonization has there a vast field for its operations and if all the resources, the natural riches and facilities of settlement of this fine region were well known throughout our province, and appreciated at their proper value by those who are in a position to render valuable assistance to colonization, finally if these riches, these resources and facility of access to the inner parts of the county were made known to immigrants from Europe, it is

beyond a doubt that the current of immigration would set towards that part of the province in preference to the others and that, at the next census, Gaspesia would have a population of at least 100.-000 souls. Let Paspebiac be made a sea port by connecting it with the Intercolonial by a railway, and before ten years Gaspesia will be entirely changed and become one of the richest and most progressive parts of the province and even of Canada.

CHAPITRE II

TOPOGRAPHY — MOUNTAINS — RIVERS — SEA SHORE—PRINCIPAL CENTRES OF POPULATION— WATERING PLACES

Gaspesia forms an immense plateau whose principal slope inclines towards the Baie des Chaleurs. It is divided into two distinct parts by the Notre Dame Mountains, which are but the eastern extremity of the Alleghany chain.

From Gaspé the axis of this ridge borders on the south shore of the Gulf of St. Lawrence at a dozen miles from the sea. The highest part is

from two to six miles wide. Starting from Gaspé these mountains trend towards the interior in a north-westerly direction and then return in a westerly direction to the neighborhood of Ste. Anne des Monts and Cap Chatte, whence they run south east. The highest portions are in the region in which the Cap Chatte and Matane Rivers take their rise, where some mountains are as high as 3,973 feet.

These mountains do not however form a continuous chain, for the principal rivers which flow into the Gulf of St. Lawrence take their rise beyond and to the south of the line described by this series of isolated peaks.

As regards its continuity and altitude, this chain of mountains is of a varied character. The main ridge or centre of the chain is at a distance of from twelve to twenty-five miles from the St. Lawrence. Behind Metis, the summit is seldom over sixteen hundred feet high and this region is more of a plateau broken by a few high hills than a continuous range of mountains.

Without being of superior quality, the soil is in a great measure fit for cultivation and improves as we go towards the St. Lawrence, where we

generally find good, deep and fertile land, especially in the valley of the Metis River. To the north of this range of high mountains there is another stretch of hilly but lower country beyond which is an extent of fertile land which is sometimes of considerable width. This land, as well as the low lands along the St. Lawrence River and the mouths of the rivers which flow into it is very suitable for cultivation and almost everywhere covered with settlements. At the Ste. Anne River the chain divides into two branches, one of which runs towards the south while the other goes towards the St. Lawrence. At Mont Louis the chain inclines towards the east and its altitude decreases as it proceeds towards Cape Gaspé where it terminates, leaving, for a length of twenty miles above Cap Rosier, between it and the Gulf, a wide stretch of good land.

To the south of this chain there is a great interior valley whose surface is frequently broken by hills or narrowed by hilly lands which border it both on the north and south sides. Its width varies from ten to thirty miles and it generally presents all the characteristics of a high plateau.

The soil of this great valley is poor and light

in some places, stoney in others but it is generally arable and fertile. There are even considerable extents of excellent land, especially in the region where the Matane river has its source and along the Kempt Road.

On the side of the Baie des Chaleurs and forming the southern limit of the interior valley first described, there is another range of hills, broken in many places by mountains of small extent but of a certain height. Towards the northern angle of the county of Bonaventure and not far from the banks of the Bonaventure River, three of these mountains are respectively 1,394, 1,324 and 1757 feet high. The Conical Mountain at the sources the River Cascapedia, is 1,910 feet high.

The southern slope of this range of hills lowers gradually to the Baie des Chaleurs. It forms a strip of arable land, from twenty to thirty miles wide, presenting all the characteristics of a slightly elevated plateau towards it southern limit, cut cross-wise by deep and narrow valleys in the midst of which flow wide rivers taking their rise in the inner plateau, to the north of the range which has just been described. The strip of land

which borders the Baie des Chaleurs is everywhere composed of soil of an excellent quality. From Mackerel Point to the Cascapedia River, the shore advancing into the sea describes a curve which considerably increases the width of this strip of fertile land. The ground is level and settlements might profitably be established to a distance of thirty miles from the shore. To the west of the Cascapedia River, the surface of the soil is more broken and nearly all the points which run into the sea are commanded, as they go towards the interior, by isolated mountains which are sometimes 1,800 feet high, like Mount Tracadigetche, behind Carleton.

Along the Ristigouche river the hills are not so high and almost border on the river. They produce the prettiest landscapes one can wish to see. Their sides, sometimes precipitous but generally descending in gentle slopes, are surrounded by valleys of considerable extent and of the greatest fertility.

The soil, even on the summit of the hills, is everywhere rich, fertile and generally free from stones and covered with fine hardwood forests. The valley of the Nouvelle River forms the finest part

of this region, which is of a hilly character, but possesses a soil which, as regards fertility, is in no wise inferior to that of the richest tracts of the valleys of the Richelieu and St Lawrence.

When seen from the sea the shore of Gaspesia presents a continued succession of splendid landscapes, where the pittoresque vies with the sublime.

On the side of the Gulf, the shore forms an almost regular curved line, whose length is broken only by slight sinuosities which can barely be distinguished at a short distance. The only indentations of any extent are at the mouths of the principal rivers whose estuaries form what are called in the language of the country : *barachois* or lagoons.

The entrance of these rivers generally affords to schooners and light draught vessels an anchorage where they can communicate more or less easily with the shore. At Matane, Ste Anne, Rivière Blanche, Mont Louis, Anse à Griffon, Fox River, we find these anchorage grounds which are so many small ports, frequented by the schooners used in fishing or in the coasting trade.

At Ste Anne, the village is built on a sandy

peninsula formed by a lagoon and the mouth of the river. The habitations extend along the St. Lawrence on each side of this central point. A beach of white, hard and level sand surrounds the cove.

Towards the interior, at some distance from the St. Lawrence, the land rises and the hills appear one above the other until they terminate in the Shick-Shocks, some of whose peaks are more than three thousand five hundred feet high.

Beyond St. Anne, as we descend, we notice the *Chimneys*, rocks which are so called on account of their shape and several pretty water-falls from fifty to sixty feet high, whose whiteness forms a contrast with the dark tints of the surrounding trees. The whole of this coast, from Ste. Anne downwards, is high, precipitous and cut by deep ravines. In the interior, the land is good and there is sufficient good soil to support a great many families.

Thirty six miles below Ste. Anne is Mont Louis, remarkable for its extensive fisheries. Wheat ripens there as well as in the neighborhood of Quebec. The habitations are on the banks of the river and sheltered from the wind by the spur of a high mountain.

The bay formed by the mouth of the Magdalen River is bounded on the east by a bank of gravel about a mile long and but little above the level of the high tides. This small port affords a good anchorage to light draught vessels.

The bay of Grand Fox River forms a semi-circle about a mile in diameter. The entrance is between two head-lands which are constantly being eaten away by the waters; around the basin the ground is like an amphitheatre, covered with verdure and crowned with hardwood.

This bay is fairly safe; vessels find good holding ground for their anchors, and are sheltered from all winds, except from the north. Around Fox River the soil is excellent; it produces good wheat, barley, oats and potatoes which grow wonderfully.

About fifteen miles beyond Fox River, low-lying lands stretch to the base of the mountains and end at the sea in a point which is barely from thirty to forty feet high. This is Cap des Rosiers, or Rosier. Seven miles beyond this cape, the chain of mountains which borders the south shore of the St. Lawrence ends in a promontory, Le Fourillon. This is a narrow peninsula which stret-

ches boldly three miles out into the sea between the cove at Cap Rosier and Gaspé Bay. On the north side it presents a bare rock perfectly perpendicular and reaching a height of seven hundred feet; it is the remains of a mountain, one half of which fell into the sea after having been undermined by the ice and water; while the other half has remained standing as straight as a wall.

To the south of Le Fourillon is the entrance to Gaspé Bay, a fine sheet of water eight miles wide and running about eighteen miles into the interior with high lands on either hand. One side, the reverse of Le Fourillon, is hilly; the other is varied by hillocks, valleys, forests and groups of houses. On the north the land is generally precipitous. At some points, however, the mountains recede from the sea and leave at their base a more level space, on which are the establishments of Grande Greve, Cap-aux-Os and Penouille. At the head of Gaspé Bay is the best harbor on the whole coast; it is separated from the bay by two points which leave between them a channel navigable for large vessels. Before reaching the entrance of the port we come, on the south side, to the mouth of the little St. John river, near which, on a hill, is the village of Douglastown; on the opposite side is

Pointe-Penouille, from which a view of the whole harbor is obtained with a large part of the basin and the village.

Into the harbour of Gaspé flow the Dartmouth or North-West and the York or South-West Rivers. The mouth of the latter forms the basin which is less than a mile in length and whose depth varies from five to nine fathoms. This inner part can shelter a large fleet.

The village of Gaspé, situated at the head of this bay, is a place which cannot fail to grow in importance owing to the convenience of its port, which, without being very considerable, is accessible to large vessels and affords them a safe refuge during storms. Ships which are unable to hold their own against the gales in the gulf run into it for shelter and the fishing vessels touch there either to procure provisions or to load with merchandize for foreign ports. The houses which are scattered over a hill overlooking the whole port have a very charming appearence. There is no place in Canada more attractive or more healthy during the fine season. It is the most retired and pittoresque watering place on the Lower St. Lawrence. The water in the bay always has that bracing cool

temperature which is essential to sea bathing, that sovereign panacea which rejuvenates those whose health and strength have been weakened by sedentary habits or the routine of city life. In addition to the sea bathing there are the view of the surounding scenery, which is so disposed as to be pleasing to the eye, charming walks along the shore shaded by the adjacent forest and excursions on a beautitul sheet of water sheltered from the wind. There are also the sea breezes which generally rise towards the end of the forenoon during the hottest days of July and August and whose freshness adds to the enjoyment of the tourist or invalid who visits this enchanting spot.

"Gaspé is the only place in the Gulf where schooners are fitted out for whale fishing and this adventurous pursuit has been retained among the same families; those who follow it being the descendauts of the hardy sailors who settled at Gaspé after the declaration of Independence of the United States and forthwith engaged in this enterprise which then yielded large profits.

"Strictly speaking there is no cod-fishing at Gaspé, but most of the cod caught on the North and South coast is brought there when prepared

for exportation. This trade brings a large number of vessels to Gaspé all the year through, thus giving employment to the poorer population of the place and of the neighborhood. Work consequently is abundant, either from that source or with the farmers whose lands are here in a better state of farming than elsewhere."

The village of *Percé*, the county seat and *chef lieu* of the judicial district of Gaspé is built on the extremity of the promontory which forms the western boundary of Malbaie bay. It is one of the most pittoresque sites in the whole of Gaspesia and its celebrity is due to the singular rock which lies in front of it. This rock appears to have been at one time united to Mount Joli from which it is separated only by a narrow channel which is dry at low water. The length of this rocky islet is about eight hundred feet while its width is barely more than from sixty to eighty feet. Throughout its entire circuit the rock is one continuous cliff, whose average height is two hundred and ninety feet Near its centre, the waves and ice have bored an arched passage through the rock sufficiently large to allow boats under sail to pass through.

This arched passage gives the locality its name of *Percé* which is an abridgment of *Roc Percé*. On the side facing Mount Joli, cape Percé forms a a steep cliff and as the plateau narrows, it stretches out several feet over the sea and terminates in a point.

Percé finds employment for the most fishermen and fishing boats. Its port is excellently adapted for small craft, while its rocky shores are well suited for the work of curing the fish. If Percé cannot boast of a safe harbour, it nevertheless possesses natural beauties which can be found nowhere else, and a fertile and well cultivated soil which yields an abundance of cereals of all kinds.

Grand River is one of the most populous parishes—it contains 2,150 inhabitants—and is one of the richest in Gaspesia. The people devote themselves chiefly to agriculture and there are farms there which would do credit to the most advanced agricultural districts. The settlements are extending into the interior, where excellent land is found, and are making perceptible progress. The village forms at the mouth of the river a kind of amphitheatre whose aspect is most pleasing to

the eye. Everywhere reign cleanliness and comfort which give a peculiar charm to this locality.

Cape Cove is a commercial centre of rather considerable importance. There are several merchants in the place and business is fairly active. The port is frequented by a good number of schooners which carry on the coasting trade and even by ships which come to load with fish for the European and South American markets.

Port Daniel is a port of considerable importance. It is frequented by a good number of schooners engaged in the coasting trade and especially by those from Prince Edward Island which come for cargoes of the excellent limestone found in the locality. In addition to the fishing, which is good, agriculture supplies the inhabitants with abundant produce and in Port Daniel there are several rich farmers.

Paspébiac is one of the finest parishes on the Baie des Chaleurs. The soil is fertile and carefully cultivated. The farmers' houses are neat and well built ; everything denotes easy circumstances and prosperity.

In this place is the principal establishment of the Robins, a house whose fortune is counted by

millions; the residence of its chief clerk, who directs and controls all the other establishments, shows that his employers may be classed amongst the millionnaires of the Island of Jersey. About two miles from Paspebiac is the magnificent residence of the Honorable Théodore Robitaille, the late lieutenant-governor of the province of Quebec and a little further on is the pretty village of New Carlisle which is the county seat of Bonaventure.

In Paspebiac the ground slopes gradually down to the shore and is everywhere almost uniformly level. The land is fertile and generally well cultivated, especially the farms belonging to the Robins which would do honor to those portions of the province where agriculture is the most advanced.

The port of Paspebiac is already provided with a wharf where ships of average tonnage can moor with the greatest ease. On the eastern side it is protected by a kind of natural dyke, or projection of the shore which extends a certain distance out to sea. Through the liberality of Lieutenant-Governor Robitaille, who has given the land, and of the municipality of New-Carlisle which subscribed $2,500, the Federal Government commenced,

in 1881, building a wharf which will be five hundred feet long and will give ships from 13 to 14 feet of water at low water in spring tides. In this place the neap tides rise 3.5 feet and the spring tides 6.5 feet.

Paspebiac is the terminus of the first portion of the Baie des Chaleurs railway which is under construction. When this railway runs, the port will have a considerable importance as it is open to ocean navigation both in winter and in summer.

The village of New-Carlisle, built on a slight eminence and almost surrounded by the sea, presents a very pretty and charming aspect. It is the county seat and the judicial centre of the district of Bonaventure.

New Richmond, between the two Cascapedia Rivers, is a rich parish, where agriculture is well advanced and it possesses many landscapes of enchanting beauty. A good deal of lumbering is done here. Both as regards its scenery and its resources, New Richmond is one of the first parishes in this region.

Maria is situated at the head of Cascapedia Bay, formed by the estuary of the river of the same name. The land in Maria is flat on the sea-

shore and the parish is almost surrounded by heights which are, as it were, the continuation of Mount Tracadigèche. The soil is fertile and lobsters are taken in large quantities in the bay, as well as herring and many other kinds of fish. Agriculture is the chief occupation of the inhabitants, who as a rule, are comfortably off.

Carleton is the most flourishing parish on the Baie des Chaleurs. The village is built on the shore of Tracadigèche Bay at the foot of a mountain over eighteen hundred feet high and on one of the most pittoresque sites which one can imagine.

It is already in great repute as a watering-place and will be still more so when a hotel will be built sufficiently large to accommodate all who wish to spend the summer there. It is unquestionably one of the finest parishes in this region. Trade of a certain importance is carried on and the opening of the railway will develop it still more. Is has a tannery, a flour and a carding mill and several stores; it has the only convent in Gaspesia and a wharf which makes it easy of access.

The western portion of Carleton is situated on Tracadigèche Bay commanded by the moun-

tain of the same name. The two sides of the bay are formed by Tracadigèche point on the east and Miguasha (red earth) point on the west.

This bay is about ten miles wide and four or five deep. It is, as it were, surrounded on the land side by the mountain, whose highest portion is 1,814 feet above the level of the sea. Between the church at Carleton and Nouvelle River which falls into the north western end of the bay, the flank of the mountain is almost everywhere a perpendicular cliff, leaving between it and the shore only a strip of land less than a mile in width for a distance of half a mile. At the eastern end of the bay, the estuary of the little Carleton River forms a large lagoon which is surrounded by two long banks of gravel. That on the west side advances a couple of miles into the sea, starting from the foot of the mountains and is from two hundred and fifty to three hundred feet wide. From this bank there is one of the finest, if not the finest, views in the whole Baie des Chaleurs, and it forms one of the best sites for a watering place that can be imagined. Protected on the north side by the mountain from cold winds from that quarter it is only exposed to the refreshing and health-giving breezes from the sea, which

keep the temperature constantly uniform. On the side of the bay, the beach has very little slope, is composed of fine gravel, free from stones as well as from all other obstacles and is one of the most favorable, most agreable, least dangerous and most suitable places for sea bathing to say nothing of fishing, including lobster fishing, which is very abundant in the neighborhood, especially in Nouvelle River, where trout are also caught weighing from four to five pounds.

In Carleton agriculture is carried on in a fairly careful and intelligent manner and along the road which runs around the bay the establishments all have an air of comfort and prosperity which is only to be observed at Grand River in all this part of Gaspesia.

Between Nouvelle and Patapedia rivers the mountains stretch down to the sea and to the banks of the Ristigouche River. The land is very hilly everywhere but the soil is of good quality even on the top of the hills which are covered with fine woods.

This region is but one succession of exquisitely beautiful landscapes and in this respect is at least equal to the finest parts of Scotland and Switzerand.

A pretty large number of people come every year from England and the United States to enjoy the scenery as well as the shooting and fishing which are abundant in the neighborhood.

At Metapedia, the Messrs Vanderbilt and other New-York millionaires who compose the Ristigouche club have a magnificent summer-house to which they annually repair to enjoy all these pleasures.

Several points on the shores of the Baie des Chaleurs could not be surpassed as watering places. The mildness and coolness of the climate, the purity of the atmosphere and the beauty of the scenery, all combine to make this region a terrestrial paradise for those who desire repose or are under the necessity of recruiting their health. Here the weakest and most delicate have nothing to fear from the cold northern winds nor from sudden changes of temperature; the interior plateau of Gaspesia takes from the Gulf winds their coldness and humidity and nothing is felt but a light and refreshing sea-breeze which is sure to restore strength and vigor to the most shattered constitutions.

The two finest watering places are beyond all doubt Carleton and New Carlisle. The beach

could not be finer on better suited for sea-bathing, the surrounding scenery is of exquisite beauty, in a word every thing seems to have been ordained with a view to make these two localities the most attractive watering-places of the province. Carleton, especially, is unrivalled and is far beyond Murray Bay, Cacouna and all the other watering places which yearly attract thousands of tourists, even from the most remote parts of the United States. If that place were better known it would soon become the most popular resort, the *Old Orchard Beach* of the Province of Quebec. Up to the last few years it was difficult of access, as tourists could only reach it by water, going round by Gaspé which made a long, fatiguing and expensive trip; but these obstacles are removed since the opening of the Intercolonial Railway and one can now go from Quebec to Carleton within fifteen hours and have only thirty five miles to do by water, which occupies only two hours and is one of the finest trips one can take.

All that Carleton wants to make it a fashionable watering-place is a hotel and some capitalists, who are as enterprising as they are far-seeing, are about to supply this want. When this is done Carleton

will assuredly become one of the most popular and most frequented of bathing resorts.

CHAPTER III

SUPERFICIAL GEOLOGY — SOILS — EXTENT OF THE DIFFERENT KINDS OF SOIL

From a geological point of view, Gaspesia forms the eastern extremity of the hilly country called by Professor Hunt the *Apalachian region* and it is really the continuation or extension of the Eastern Townships. In fact the soils of Gaspesia are exactly similar to those of the Eastern Townships both as regards their composition and their configuration.

They belong to the geological formation which has been called the "Quebec Group" by Sir William Logan, the founder of the Geological Survey of Canada. They form three series of strata which have been more or less disintegrated and belong to the lower silurian age.

These three series are: 1° A series of paleozoic strata more or less disintegrated in most of the lo

calities where they have been found ; 2° A series of eruptive, trachytic and granitic rocks ; 3° A series of post cainozoic or quaternary deposits.

The changes through which several of these paleozoic formations have gone through, the disturbances of which they show traces almost everywhere, make it rather difficult to determine exactly the age to which they belong ; but it is evident that they should be classed amongst the groups of the lower and upper silurian age, the devonian and sub-carboniferous formations.

A strip of land belonging to the Hudson River formation extends from Porpoise River to Tierce Cove, a distance of over sixty miles, on the shores of the Gulf of St. Lawrence. These rocks are composed of bands of sandstone, of dolomite and bituminous shales. These formations are, however, much less extensive and important than those of the Quebec group, which cover the calcareous rocks and sandstones of Gaspé as well as the sub-carboniferous formation of Bonaventure, on the shores of the Baie des Chaleurs. The Quebec group occupies a medium position between the calcareous and Chazy formations or represents the two combined. It is divided into three formations which are,

in ascending order, that of Levis, that of Lauzon and that of Sillery.

The Levis formation is largely composed of schistous rocks or black shales containing many graptolite and other fossils. The Lauzon formation is composed of red and green shales, sandstones and dolomites, but chiefly of metamorphic strata, mostly of the talcose and magnesian rocks : chloritic schist, serpentines, &c. The Sillery formation consists chiefly of red and green shales, sandstones and dolomites, but in certain places includes altered rocks, crystalline schists, epidotic and gneissoid strata.

Such are the rocks which form the foundation of the soil of Gaspesia. As we have already seen, they are nearly all covered by the calcareous rocks and sandstones of Gaspé as well as by the sub-carboniferous formation of Bonaventure.

The limestone formation of Gaspé corresponds, by its position, with the inferior strata of the Helderberg formation. Although composed chiefly of layers of grey limestone, it also contains beds of black shales and schists which belong to the middle silurian. The lower portion of this for-

mation is found in the Eastern Townships and the upper portion which contains the most limestone has its greatest development in Gaspesia. At the eastern extremity of the peninsula, at Cape Barry, at Percé and several other places, this limestone presents bold cliffs and pinnacles of rock worn and hollowed by the action of the sea.

The Gaspé sandstone formation as shown by its fossils, is of Devonian age and corresponds to the Oriskany, Hamilton and Chemung formations of American geologists.

It consists of sandstone, shales and interstratified conglomerates and in many places holds remains of plants in the fossil state. At Little Gaspé Cove there is in these strata a thin seam of impure coal and at Douglastown and several other places springs of petroleum ooze through the strata of this formation.

The Bonaventure formation belongs to the subcarboniferous period, but is entirely destitute of coal. Its strata are chiefly composed of conglomerates, with associated sandstone, red and greenish shales, sometimes containing remains of carbonized plants. In many places they are penetrated by trap dykes. They rest inconformably on strata of the

Gaspé sandstone. This formation is on the eastern coast of Gaspé and especially along the Baie des Chaleurs, where Sir William Logan estimates that it is not less than three thousand feet thick.

On the Quebec and Sillery formations which constitute the northern coast of Gaspé rest unconmably stratified about eight hundred yards of fossiliferous limestone and schist which represent the upper silurian formation to which succeed, further on, more than sixteen hundred yards of devonian sandstone interpenetrated by red shales. On the southern coast of Gaspé, the uplifted strata of this devonian formation are covered by eleven hundred yards of horizontal strata of grit-stone which constitutes the base of the coal basin of New-Brunswick, but which contains no combustible mineral. The fossiliferous limestone of Gaspé can be followed towards the south-east as far as Lake Memphremagog. The devonian formation, which is purely silicious in the county of Gaspé, presents, towards the south-east, beds of limestone stone are in the same valley as the silurian lime- which of which we have just spoken.

The Bonaventure formation is of little extent.

It forms the strip lying between the Baie des Chaleurs and a line drawn from the confluence of the Matapedia and Ristigouche rivers as far as the head of Cascapedia Bay and another line running from the mouth of the Little Cascapedia to the estuary of Port Daniel River, finally between the shore of the Gulf and a third line starting from Douglastown, turning slightly to the west about the middle of its length and ending in the vicinity of the mouth of Grand River.

The Quebec Group forms a strip whose width varies from fifteen to thirty miles and runs along the shore of the Gulf of St. Lawrence between Metis River and Cape Gaspé. Its width increases as it goes towards the east and it is cut only by a narrow strip of soil belonging to the Hudson River formation between Porpoise River and Tierce Cove and at its southern extremity by a small extent of soil of the Chazy formation between St. Anne River and the head of the Magdalen River.

The space comprised between these two strips, bordering the shore of the Gulf and that of the Baie des Chaleurs is occupied, or rather covered by the Gaspé limestone and sandstone.

The sandstone forms a kind of parallelogram extending in a straight line to the west of that portion of the Bonaventure formation comprised between Douglastown and Cap Rouge and going as far as the Bonaventure River in the interior. A little further to the West, half way between the Gulf and the Baie des Chaleurs, there is another area of sandstone which extends from the North-East to the North-West from the Grand Cascapedia River and there forms the connecting link between the two sections of the Bonaventure formation which borders on the Baie des Chaleurs, on each side of New Richmond.

The extent of these various formations is respectively as follows, as far as can be ascertained by surveys hitherto made :

Formations	*Miles*	*Acres*
Gaspé llmestone	4.000	2,560,000
Gaspé sandstone	3,000	1,920,000
Quebec Group	3,000	1,920,000
Bonaventure Formation	600	384.000
Hudson Formation	184	147,760
	10,784	6,901,760

This table clearly shows that the greater portion of the soil of Gaspesia is of excellent quality, easy to cultivate and yields hay and all kinds of cereals in abundance.

The limestones which cover an extent of 2,560,000 acres, belong to the uppper and middle Silurian formations, which are found throughout the northern portion of New-Brunswick, and it is in them that the highlands, the richest lands in the province, exist. The fertile and cultivated land of the Restigouche River and the land which borders on both banks of the St. John River as we near its source, rest upon these rocks and are largely composed of them.

The soils of this formation are as a rule heavier and danser than those of the carboniferous region. The rocks of which they are composed are generally shales, more or less hard, which by their disaggregation give rise to soils of great strength as the farmers say, and sometimes very heavy. There are also beds of good limestone more or less rich in fossils. In the western portion of the State of New-York these formations compose the richest and most fertile lands.

The red sandstone which covers a large extent of Gaspesia also affords soil of great fertility. The richest and best cultivated lands in Scotland rest upon red rocks of this species. In New Brunswick the excellent farms of the Sussex valley, of

Sackville and on the Shepody River are in the neighborhood of rocks of this kind.

Moreover, the fertility of the soil of Gaspesia is proved by the crops which it yields, as shown on page 11, by the figures which relate to the production of wheat. The comparison is still more in its favor when applied to the total yield of the other provinces of the Confederation, as may be seen by the following table :

Gaspesia		*Bushels of wheat per acre*
Gaspé	15.00 bushels	
Bonaventure	11.70 "	11.66
Rismouski	8.30 "	
Province of New-Brunswick		10.85
" Nova-Scotia		11.78
" Quebec		8.04
" Ontario		10.42

That is to say that *in Gaspesia the average yield of wheat exceeds by* 1.24 *bushels per acre the yield of the same cereal in the province of Ontario*, whose soil is considered one of the most fertile. And it may safely be asserted that if cultivation were as well and as carefully carried on in Gaspesia as in the province of Ontario, the yield would be at least 25 per cent greater. It is therefore evident and undeniable that the soil of

Gaspesia is rich, fertile and capable of supporting in comfort and affluence all the settlers who cultivate it with care.

CHAPTER IV

CLIMATOLOGY—ASTRONOMICAL POSITION—WINDS—SEASONS—AVERAGE TEMPERATURE—LENGTH OF FARMING SEASON—SNOW—RAIN

We have already seen that Gaspesia is situated between 47° 49' and 49° 15' North latitude. In the same latitude in Europe we find the north of France, including the valley of the Loire, the north of Switzerland and Austria, the south of Germany and Russia as far as the Black and Caspian seas. That is to day that this latitude comprises all the centre and the richest as well as the most thickly populated part of Continental Europe. The British Isles, a part of France, Belgium and Holland, the greater part of Germany and Russia, Denmark, Sweden and Norway are north of this degree and their temperature is, as a rule, lower than that of Gaspesia.

From a climatological point of view, the latter region occupies a special position. The sea which surrounds it on every side, regulates its climate, and tempers the variations between heat and cold. The very nature of the different parts of the sea divides the peninsula of Gaspé into two distinct climatic regions: that of the north and that of the south. The northern region exposed to the more or less cold north winds as well the neighborhood of the waters chilled by the Labrador current and the ice which enters the north-western part of the Gulf by the straits of Belle Isle, is a little colder than the southern region. This does not prevent it from enjoying a temperature as warm as that of the most thickly populated parts of Scotland and sufficiently warm to ripen all cereals, particularly wheat, which grows in abundance and is of excellent quality throughout the whole region which borders on the gulf of St. Lawrence. The climate of the southern region is a little warmer and as regards agriculture, is better than that of Great Britain and Ireland. Thus, for instance, maize, which cannot be grown in England on account of the temperature, grows very well in the county of Bonaventure where hundreds of bushels were harvested

in 1881, as shown by the census. Protected on the one side by the Notre Dame and Shickshock mountains against the north winds, exposed on the other to the warm south winds which bring to it a portion of the warm air of the gulf-stream and the rays of the noon-day sun falling almost perpendicularly on it, this southern region enjoys one of the most temperate, the most beneficial and the most agreable of climates. One must travel along the Baie des Chaleurs, inhale the pure and soft breezes of this small inland sea to appreciate the climate at once so healthy and so invigorating of this fine country which is very appropriately called the Mediterranean of Canada. The climate is so pure and healthy that disease is almost unknown, to such an extent even that the four or five physicians scattered amongst the 35,593 people who inhabit the counties of Gaspé and Bonaventure have great difficulty in living very quietly on the practice of their profession.

On the shores of the Baie des Chaleurs, the north-east wind which is so raw, so damp and so disagreable in the valley of the St. Lawrence, is not felt at all; it is stopped by the mountains and completely neutralysed by the currents of hot air which come from the south-west.

The east wind is generally accompanied by rain in summer and by snow in winter; but, strange to say, in this region rain and snow never last long and when they continue beyond a day it is looked upon as an extraordinary event, particularly in summer. The south-east wind in many respects resembles the sirocco of the Mediterranean which also comes from the south-east; like it, it is hot, damp, light and swift; when it comes in winter it frequently brings on thaws, especially when near the equinoxes.

The south wind, which one would be inclined to think warmer than that from the south east, is nevertheless more temperate. During the season when it more frequently occurs it is considered as a pleasant and almost a cooling breeze owing to the moist vapor which it brings from the sea.

The south-west wind blows more frequently in summer than in winter. It is only during the summer solstices that it is more prevalent than the other winds, and is the chief cause of the showers which occur during the months of July and August. Frequently the south wind, which generally rises about ten or eleven o'clock, is succeeded by the south-west wind, which in the

afternoon brings up rain-clouds; during two or three hours there are constant claps of thunder and flashes of lightning and just before sun-set come more or less heavy showers.

The autumn equinox brings a change in the direction of the air currents and then the east wind, during forty or fifty days, prevails, although not continuous; after this period the south-west wind revives and divides the remainder of the season with the north-west wind and with the west wind which is the most constant, temperate and agreable of the winds of this region.

It is also the south-west wind which, about the twentieth of April, thaws the ice and snow; it also brings rain at certain periods of the spring and fall. It is well known that this is nothing but the wind from the tropics, deviated and modified, but naturally warm, which explains why it almost always raises the temperature.

The north-west wind is essentially cold, dry, sharp, and boisterous, more frequent in winter than in summer. It is very much like the Provençal *mistral*, or north-west in the Mediterranean. In the Baie des Chaleurs, as on the parts of the Atlantic sea-board, when they speak of the north-

west wind, they mean a violent, cold, and chilly, but healthy and bracing wind which revives their strength. It is however treacherous in winter, for while a clear sky and bright sun-shine pleases the eye and invites one to breathe the outer air, as soon as he leaves the house an icy breeze chills him through. In summer it is pleasanter, cools the heat of the weather and frequently rises after a shower.

The prevailing winds in the Baie des Chaleurs are the west wind and its opposite the east wind.

The progress of the seasons is regular. The effect of the sun commences to be felt more or less continuously in the latter part of the mouth of April. It increases gradually in March and from that month the mercury rises nearly every day above freezing point. During this month, the average temperature of which varies between 17° and 20°, the weather is generally very fine, the sky is clear and the sun shines brightly. After the 20th the snow melts pretty rapidly. In April, the heat of the sun is sufficiently powerful to have an effect upon nature. In many places the snow has entirely disappeared between the 20th and the 25th, and a few days afterwards the soil

is fit to be worked. The average temperature of this month varies from 30° to 36°. There are some days of snow and still more of rain. In the first week of May the snow disappears entirely from cultivated land and between the first and the eighth the soil is ready for seeding in high and well drained lands. The average temperature of this month is from 40° to 50°, and there are but few rainy days ; in 1881 there were but eight. Vegetation is extraordinarily rapid and about the end of the month the green foliage, spring flowers and sprouting seeds which commence to cover the soil announce that the fine season has fairly begun and that vegetation is in full activity.

In 1880 the average temperature of the three months of Spring was 48° 1' at Carleton, and 48° 2' at New Carlisle. By comparing these figures with the average temperature of some well known places in Europe we have the following table :

Localities	*Spring Temperature*
London, England	47° 6'
Liverpool "	46° 2'
Glasgow, Scotland	45° 9'
Edinburgh "	45° 0'
St Petersburg, Russia	35° 9'
Berlin, Prussia	47° 4'
Paris, France	50° 6'
New-Carlisle, Baie des Chaleurs	48° 2'
Carleton " "	48° 1'

The above table, the figures of which are taken from *Blodgett* for the European cities and from the Report of the Canadian Meteorological office for 1880, for the Baie des Chaleurs, establish beyond a doubt that the average temperature of Spring is higher and warmer than that of London, Liverpool, Glascow, Edinburgh, St. Petersburg and Berlin and is only 2° 4' lower than that of Paris. These facts require no comment.

The variations or rather the extremes of temperature during these three months were as follows:

	Highest temperature			*Lowest temperature*		
	March	April	May	March	April	May
New-Carlisle...	38° 5'	59* 5'	73° 5'	—15° 0'	5° 0'	24° 0'
Carleton.....	39° 0'	58° 0'	77° 5'	—20° 0'	1° 5'	19° 5'
Father-Point..	35° 0'	57° 8'	67° 2'	—17° 5'	4° 9'	12° 0'

The number of days on which rain or snow fell and the quantity of each are as follows:

	SNOW						RAIN					
	March		April		May		March		April		May	
	days	*ins*	*days*	*ins*	*days*	*ins*	*days*	*ins*	*days*	*ins*	*days*	*ins*
New-Carlisle.	4	6.0	2	traces	0	0	0	0	1	0.48	8	2.10
Carleton.....	6	9.0	4	1.5	0	0	0	0	6	1.64	10	3.19
Father-Point	11	6.0	6	15.5	3	2.2	0	0	9	2.42	16	2.64

At Carleton the last frost was on the 14th of May and was but slight as the thermometer only went down to 24°. At New-Carlisle it occurred

on the 8th of the same month with the thermometer at 24° 8'.

The summer heats commence with the month of June. In the first days of the month temperature is sometimes lowered by easterly winds which bring with them the cold air from the polar current or the ice-bergs which begin to make their appearance on the Banks of Newfoundland. This has no other effect than to cause the lowest temperature of the month, which in 1880 was 35° 8' on the 4th of June. After that the heat increases constantly and regularly to 70° about the 15th and 80° or even 82° towards the end of the month, with the average temperature during the greatest heats at 58° or 60°.

The months of July and August, the finest of the year, have the highest temperature, which sometimes reaches 90° while the lowest, at the beginning of July, does not go below 40° and this happens but very seldom. The ordinary figure of the lowest temperatures varies from 50° to 55°. During these three months the average temperature in 1880 was as follows:

	June	*July*	*August*	*Summer*
New-Carlisle.....	60° 8'	69° 8'	65° 5'	64° 7'
Carleton.....	58° 6'	65° 1'	60° 6'	64° 7'
Father-Point.....	54° 7'	57° 5'	56° 6'	54° 7'
Cap-Rosier.....	51° 4'	58° 5'	56° 8'	55° 6'
All Gaspesia.....	56° 4'	62° 7'	59° 9'	59° 4'

By comparing these temperatures with those of certain of the most populated parts of Europe, we get the following results :

	July.	*3 summer months.*
London, England	62 4'	61 0'
Liverpool, "	58 6'	57 6'
Glasgow, Scotland	61 2'	60 1'
Edinburgh "	58 7'	57 1'
St-Petersburgh, Russia	62 7'	60 6'
Berlin, Prussia	65 8'	64 5'
Paris, France	65 6'	64 5'
New-Carlisle, Baie des Chaleurs	69 8'	64 7'
Carleton, " "	65 1'	62 7'

That is to say that the summer temperature of Baie des Chaleurs is about the same as that of Paris or Berlin, but it is from three to seven degrees higher than that of the principal cities of England, Scotland and Russia.

As to the extreme temperatures, they are as follows :

	Highest temperature			*Lowest temperature*		
	June	July	August	June	July	August
New-Carlisle	83 5'	84 5'	90 5'	35 8'	40 4'	35 8'
Carleton	86 5'	87 5'	90 5'	35 5'	44 0'	39 0'
Father-Point	83 1'	74 7'	82 7'	37 0'	46 1'	42 1'

The daily variation between the highest and the lowest temperature is from twenty to thirty degrees and very seldom exceeds this. In the Baie des Chaleurs especially, the regularity and uniformity

of the changes of the thermometer during the summer season is a characteristic feature of the climate or rather of the delightful temperature of that season. The north-east and north winds are not felt; the north-west wind which sometimes rises after showers is rather dry than cold, so that the mercury feels only the effect of the solar heat, but rises and falls regularly with it. The other winds are sea-breezes which take the temperature of the water and have no perceptible effect on the thermometer; they only stir the air, make it a little less dry and thereby give to the temperature a softness and freshness which have a peculiar charm. This is the special characteristic of the climate and is what makes it so pleasant and healthy in summer.

Rain falls but seldom and in small quantities during the summer months.

A glance at the following table will show this.

NUMBER OF RAINY DAYS AND QUANTITY OF RAIN

	June		July		August		Summer	
	days	*ins*	*days*	*ins*	*days*	*ins*	*days*	*ins*
New-Carlisle.....	4	0.15	13	3.04	7	1.58	24	4.77
Carleton.....	6	1.95	12	2.82	9	2.64	27	7.41
Father-Point.....	7	1.21	12	2.20	8	1.15	27	4.56
Cap-Rosier.....	14	5.71	13	3.17	7	2.66	34	11.54
Gaspesia.....	7¾	2.25	12½	2.81	7¾	2.01	28	7.07

There were only 30 per cent of rainy days during the three summer months, counting every day on which the slightest shower fell, even if it only lasted a few minutes. During the same season, out of ninety two days, 53 were rainy in Montreal and 41 in Quebec, while 9.62 inches of rain fell in the former and 11.46 in the latter city. All this shows that the summer is drier in Gaspesia, especially in the Baie des Chaleurs region, than in other parts of the province further west.

Autumn, the early part especially, is one of the finest seasons. The tempetature lowers gradually as the month of September advances, but the mercury never falls to freezing point. The greatest variations are from 25° to 40° for the lowest temperatures, about the end of the month, and from 70° to 80° for the highest in the early part of it. The weather is generally cool, calm, very agreable and suitable for farm work. The harvest, which is commenced between the 15th and the 20th of August, is finished in this month. After the autumnal equinox, the south-west and even the north-west winds commence to bring up rain which prepares the soil for ploughing. The cold caused by these winds also brings on frosts which com-

mence about the middle of October. During this month, the thermometer never falls lower than 24° and this only happens but seldom towards the end of the month. Potatoes and other root-crops are gathered during the fine weather which is a characteristic feature of the beginning of October.

In the region about Father-Point and Cap Rosier, on the Gulf of St. Lawrence, there are sometimes slight falls of snow, but it melts immediately, remains only a few hours on the ground and has no other effect than to prepare the ground for ploughing. Then comes a spell of fine weather with one or two more storms up to the twenty first of November, when winter sets in. This spell of fine weather is the Indian summer or, as the Canadians call it, *l'été de la Saint Martin*.

All Europeans and especially Englishmen who have passed this season near the Baie des Chaleurs or in the Maritime Provinces say that this period of fine weather is one of the finest seasons which one can wish to see.

"Autumn," says Captain Moorsom, "is the season in which the climate may vie with that of any country in either hemisphere. September and October

are very similar to the same months at home; but in November the waning season, like the expiring efforts of a lamp which now and then glimmers fitfully yet brilliantly in the socket, presents us with days to which there is no parallel in England. This sort of weather is called the Indian Summer and varies in duration from a few unconnected days in some years to as many weeks in others. The Indian Summer day is that on which, at this season, the whole atmosphere appears suffused with a faint vapour as if there were fires in the woods beyond the circumference of the visual horizon. The brilliancy of the sun's dial is deadened and its rays more equally refracted so as to produce but a very faint shadow. The air is generally calm and as warm and as mild as the loveliest morning that ever dawned upon a newly elected Queen of May."

The average temperature for the three months of autumn is:

	September	*October*	*November*	*Autumn*
New-Carlisle.....	58° 8'	46° 1'	27° 7'	43° 2'
Carleton.....	54° 7'	42° 4'	20° 7'	39° 3'
Father-Point	49° 8'	41° 2'	26° 9'	39° 3'
Cap-Rosier.....	50° 3'	39° 9'	27° 7'	39° 3'
Gaspesia.....	53° 2'	42° 4'	25° 8'	40° 5'

Let us compare this with the temperature of the principal cities of Europe.

Localities	*Autumn Temperature*
London, England	50° 7'
Liverpool "	49° 1'
Glasgow, Scotland	48° 0'
Edinburgh "	47° 9'
St-Petersburgh, Russia	40° 3'
Berlin, Prussia	49° 2'
Paris, France	52° 2'
New-Carlisle, Baie des Chaleurs	43° 2'
Carleton, " "	39° 3'

Taking New-Carlisle as a basis of comparison, the fall temperature of the Baie des Chaleurs is only 7° 5' lower than that of London, 6° lower than that of Liverpool, Glasgow and Berlin and 4° 7' lower than that of Edinburgh and it is 2° 9' higher than that of St. Petersburgh, the capital of Russia.

The extremes of temperature are shown in the following table.

	Highest temperature			*Lowest temperature*		
	Sept.	Oct.	Nov.	Sept.	Oct.	Nov.
New-Carlisle...	84° 5'	63° 5'	63° 5'	33° 1'	23° 3'	— 7° 5'
Carleton.....	81° 5'	61° 0'	61° 0'	37° 0'	24° 0'	— 1° 0'
Father-Point...	70° 2'	62° 3'	56° 7'	31° 3'	26° 0'	— 3° 2'
Cap-Rosier.....	64° 0'	51° 0'	42° 0'	40° 0'	30° 0'	— 10 0'

The number of days on which rain or snow fell

during this season and the quantity of each are given in the following table :

	RAIN						SNOW					
	Sept.		Oct.		Nov.		Sept.		Oct.		Nov.	
	days	*in.*	*days*	*in.*	*days*	*in.*	*days*	*in.*	*days*	*in.*	*days*	*in.*
New-Carlisle..	11	3.80	5	2.89	3	0.77	0	0.00	0	0.00	4	9.0
Carleton.....	12	5.80	13	4.78	2	0.69	0	0.00	0	0.00	7	11.5
Father-Point..	20	4.52	16	4.77	2	0.07	0	0.00	3	1.80	8	20.2
Cap-Rosier....	7	1.40	12	2.63	7	1.61	0	0.00	0	0.00	7	4.2
Montreal....	17	2.83	17	4.44	8	36.30	0	0.00	5	3.10	15	12.7
Quebec.....	19	4.72	19	6.35	6	1.40	0	0.00	4	1.20	15	28.1

This table clearly shows that in autumn much more rain and snow falls at Montreal and Quebec than in Gaspesia. Taking New-Carlisle as the basis of comparison, we find the following differences :

	Rain.		*Snow.*	
Montreal	42 days	43.57 ins.	20 days	20.80 ins.
New Carlisle.....	19 "	7.46 "	4 "	9.00 "
Difference.....	23 "	36.11 "	16 "	11.80 "
Quebec	20 "	15.80 "	19 "	29.21 "
New Carlisle.....	19 "	7.46 "	4 "	9.00 "
Difference.....	1	8.34 "	15 "	20.11 "

That is to say that during the three autumn months there are 23 more rainy days and 36. 11

more inches of rain, and 16 more days on which snow and 11.80 more snow in Montreal than in New-Carlisle. To this fact, we call the attention of those persons unfortunately in too greater number, who might be inclined to believe that with respect to climate, the Baie de Chaleurs is not much better off than the district of Montreal which is well known to be the finest portion of the province of Quebec.

The thermometer fell below freezing point for the first time on the following dates : at Carleton on the 23rd September, 29° 5' ; at New-Carlisle on the 2nd October, 31° 1' ; at Father-Point, on 25th October, 31° 3' ; at Quebec, on the 14th October, 31° ; at Montreal, on the 20th October, 31° 3'. The first frosts therefore occur in the Baie des Chaleurs only a few days earlier than at Montreal and Quebec. This is more than compensated by the smaller quantity of rain and number of days shown above in favor of New Carlisle.

Winter really sets in only about the twentieth of November. This month, especially during the latter part, is snowy and rather cold.

Still there are very fine days in the early part

of it as we saw when speaking of autumn. As a general rule, however, the temperature of this month is much finer in the Baie des Chaleurs than in England and Scotland and less disagreable than at Paris and Berlin, where the fine weather of our Indian summer is unknown. The first week of December is usually snowy ; the remainder of the month is cold, especially about Christmas, but is generally very fine. The air is clear, pure and dry and this amply compensates for the cold which is really not unpleasant. It is even impatiently expected in order to allow lumbering to be commenced.

At the beginning of January there are generally a few days of exceptional cold, followed by a snow storm, but the temperature during the remainder of the month is not unpleasant and the variations of the thermometer are only what is usual at this season. The sky is always clear, the sun bright and the weather very pleasant. The greatest cold is generally felt during the first part of the month of February which is also the most snowy. The temperature commences to rise gradually during the latter half of this month, during which the mercury sometimes rises

to 40° and even to 45°. The average temperature for the three winter months is:

	December	*January*	*February*	*Winter*
New-Carlisle	19° 8'	16° 2'	15° 2'	16° 9'
Carleton.....	17° 2'	13° 4'	11° 3'	15° 5'
Father-Point	16° 2'	13° 9'	12° 6'	14° 2'
Cap-Rosier	12° 2'	12° 2'	15° 8'	13° 4'
Gaspesia.....	6°° 2'	13° 9'	13° 9'	15° 0'

Compared with that of the principal cities of Europe, this winter temperature gives the following results:

London	39° 2'	St-Petersburgh.....	18° 1'
Liverpool	40° 5'	New-Carlisle.....	16° 9'
Glasgow.....	39° 6'	Carleton.....	15° 5'
Edinburgh	38° 4'	Father-Point	14° 2'
Berlin.....	31° 4'	Cap-Rosier.....	13° 4'
Paris.....	37° 8'		

This table shows a considerably lower temperature than that of the principal cities of Europe; but it must be said that it does not give it exactly, as regards Gaspesia, where cold is less felt than in England and Scotland. In those countries the thermometer never falls as low as in the province of Quebec; but dampness makes the weather raw and unbearable, while here the air is clear and dry, and cold is easily borne. However light one's clothing may be, so long as it keeps out the wind,

he can go out even when the thermometer marks 10° to 15° below zero, without suffering from the cold. This fact is attested by many English writers who after having dwelt for a long time in England have travelled or dwelt in Canada. We will quote some of them.

" The winter, says Anderson (1), is intensely cold, but as the frost continues without intermission and generally with a clear sky and a fine dry air, it is thereby rendered both healthy and pleasant, the cold being infinitely less penetrating than in moist climates..... There are not perhaps above two or three days in the course of the winter so intensely cold as to prevent ship-carpenters and other workmen employed out of doors from following their occupations. This circumstance affords one of the most convincing and decisive proofs that the cold in Canada, when compared to Great Britain, is not by any means experienced in a degree of cold shewn by thermometer. Throughout the season there is a much greater proportion of clear weather in the Canadas than in Great Britain. Upon the whole, the climate of the Canadas compared with that of Great Britain

(1) Anderson's views of Canada.

is *equally agreable, equally favorable to agriculture and actually more healthy.*"

In 1809 Gray (1) wrote that "Although temperature is lower, people are less liable to suffer from cold in Canada than they are in England. The air is extremely dry in winter."

Lambert, in his "*Travels in Canada,*" says that

"The winter from Christmas to Lady Day is almost always remarkable for a fine, clear, azure sky seldom obscured by fogs or clouds and the dry frosty weather is rarely interrupted by falls of snow, sleet or rain. These advantages render a Canadian winter so agreable and pleasant that the inhabitants are never under the necessity of changing their dress.

"It may astonish those who have heard such dreadful accounts of a Canadian winter when I assert it *as a fact that the people of Great Britain suffer more from the cold than the people of Canada.*"

These quotations clearly establish that it would be a great error to judge of the cold of our winter by the reading of the thermometer and they also show that we suffer less from cold here than they

(1) Gray's let ers from Canada.

do in England and that the weather is ever so much drier.

This applies especially to the whole of the Baie des Chaleurs region which, as regards climate and temperature, is unquestionably the finest part of the province of Quebec. The vicinity of the sea exercises a great influence on the temperature which it softens and to which it imparts a uniformity which we do not find elsewhere. By arresting the north and north-east winds the Shickshock mountains contribute largely to the softening of the winter climate of this fine country.

In 1880 the extremes of winter temperature were as follows:

	Lowest temperature			*Highest temperature*		
	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.
New-Carlisle...	10° 5'	—20° 5'	—18° 8'	36° 5'	43° 5'	44° 5'
Carleton.....	6° 0'	—11° 0'	—18° 0'	36° 0'	39° 0'	41° 0'
Father-Point...	7° 2'	—15° 3'	—20° 5'	35° 0'	37° 5'	43° 1
Montreal.....	8° 6'	— 9° 5'	—17° 5'	40° 6'	43° 8'	51° 2'
Quebec.....	10° 0'	— 9° 0'	—22° 0'	34° 5'	40° 0'	44° 0'

In 1870, the thermometer fell in January to—28° at Montreal and to—26° 7' at Quebec. The following year it fell in February to—28° at Montreal and to—28° 5' at Quebec. This has never happened on the Baie des Chaleurs where the winter temperature, as a general rule, is higher

than that of Quebec and as warm as that of Montreal. For the three winter months the average temperature was as follows: at Montreal, for December, 15° 7'; January, 22° 4'; February, 19° 9'; winter, 21° 5'; at Quebec, December 14° 1'; January 17° 4'; February 14° 8'; winter 16° 3'. These figures compared with those of the last table but one, prove our assertions.

The number of days on which rain and snow fell as well as the quantity of each were as follows:

	SNOW						RAIN					
	Dec.		Jan.		Feb.		Dec.		Jan.		Feb.	
	ins.	days	ins.	days	ins.	days	ins.	days	ins.	days	ins.	days
New-Carlisle	6	3.00	3	9.00	9	17.00	0	0.00	2	light	1	0.32
Carleton	7	9.50	12	32.00	6	18.00	0	0.00	0	0 00	2	0.20
Father-Point	14	13.90	17	25.50	12	17.10	0	0.00	1	light	3	0.26
Cap-Rosier	3	14.30	6	21.40	7	63.00	1	light	4	0.89	2	0.27
Montréal	18	17.60	11	16.30	16	26.00	2	0.29	12	1.27	6	1.14
Québec	16	27.30	20	30.60	17	34.40	0	0.00	4	0.51	5	0.60

For the whole winter we get the following figures:

	Snow		*Rain*	
	days	ins.	days	ins.
New-Carlisle	18	32.00	3	0.32
Carleton	25	59.50	2	0.20
Father-Point	43	56.50	4	0.26
Cap-Rosier	16	98.40	6	1.16
Quebec	53	92.30	9	1.10
Montreal	45	59.90	20	2.70

These figures clearly show that winter is finer, with less snow and rain in the Baie des Chaleurs, than at Montreal and especially at Quebec, where nearly as much snow falls and where there are a great many more snowy days than at Cap Rosier, the part of Gaspé where winter weather is the worst. At Carleton and New-Carlisle, the depth of snow which covers the ground is generally about three feet and seldom reaches four feet where it is not drifted up by the wind. It is therefore established that much less snow falls and the weather is finer in winter in the southern part of Gaspesia than in the districts of Quebec and Montreal.

The agricultural season, that is the period during which no frost occurs, is much longer than necessary to ripen all kinds of cereals and to allow of their being easily harvested. This fact is established in the following table, the figures in which are taken from the Report of the Meteorological Office of Canada for the year 1880.

	Last frost in spring.		*First frost in autumn.*		*Interval without frost.*
New-Carlisle.....	19 may	28° 1'	2 october	31° 1'	135 days
Carleton.....	14 "	24° 0'	29 september	29° 5'	138 "
Father-Point.....	19 "	30° 0'	25 october	31° 3'	159 "
Quebec.....	15 "	32° 0'	14 "	31° 0'	152 "
Montreal.....	1rst "	22° 9'	20 "	31° 3'	172

That is to say that at New-Carlisle, where it is the shortest, the season during which no frosts occur exceeds four months and a half. And the first frosts, as the table shows, are very slight and not sufficient to injure even the least hardy plants and cereals. The mercury barely falls as low as freezing point. Hoar frosts occur only much later and practically the farming season exceeds five months. What more is required ?

The harvest commences about the twenty fifth of August, before that even in some places, so that there is more than a month and a half in which the crops may be gathered before the frosts and rains of the autumn, the first half of which is generally very fine.

The frosts in May do no harm whatever to the seeds and this increases still further the length of the farming season and makes it really over five months.

Let us complete these data by a table of the average temperature for each month in the year, which is as follows :

	New-Carlisle	*Carleton*	*Father-Point*	*Cap-Rosier*
January	16° 2'	13° 4'	13° 9'	12° 2'
February	15° 2'	11° 3'	12° 6'	15° 8'
March	17° 6'	14° 8'	13° 6'	15° 6'
April	36° 0'	30° 5'	30° 3'	33° 3'
May	47° 8'	41° 7'	43° 1'	40° 1'
June	60° 8'	58° 6'	54° 7'	51° 4'
July	69° 8'	65° 1'	57° 5'	58° 5'
August	65° 5'	60° 6'	56° 6'	56° 8'
September	58° 8'	54° 7'	49° 8'	50° 3'
October	46° 1'	42° 4'	41° 2'	39° 9'
November	27° 7'	20° 7'	26° 9'	27° 7'
December	19° 3'	17° 2'	16° 2'	12° 2'
Year	40° 7'	36° 33'	35° 12'	34° 5'

We have the following for each of the seasons:

	Spring	*Summer*	*Autum*	*Winter*	*Year*
New-Carlisle	48° 2'	64° 7'	43° 2'	16° 9'	40° 70'
Carleton	48° 1'	62° 7'	39° 3'	15° 5'	35° 93'
Father Point	42° 7'	54° 7'	38° 3'	14° 2'	34° 72'
Cap-Rosier	29° 7'	55° 6'	39° 3'	13° 4'	34° 50'
Quebec	49° 1'	62° 2'	27° 5'	16° 3'	38° 78'
Montreal	54° 9'	65° 5'	30° 2'	21° 5'	43° 02'
London	47° 6'	61° 0'	50° 7'	39° 2'	49° 60'
Liverpool	46° 2'	57° 6'	49° 1'	40° 5'	48° 36'
Glasgow	45° 9'	60° 1'	49° 0'	39° 6'	48° 60'
Edinburgh	45° 0'	57° 1'	47° 9'	38° 4'	47° 10'
Paris	50° 6'	64° 5'	52° 2'	37° 8'	51° 30'
Berlin	47° 4'	64° 5'	49° 2'	31° 4'	48° 10'
St. Petersburgh	35° 9'	60° 6'	40° 3'	18° 1'	38° 70'

The temperatures indicated by these tables are about the same, except that of winter which is

colder, than in the most populated parts of Europe and in this respect Gaspesia is one of the finest regions of Canada.

The climate of summer on the Baie des Chaleurs is renowned for its mildness, uniformity and salubrity and attracts many invalids or persons whose health is affected by hard work.

It is also well known that in the interior the summer temperature is higher, because it is not affected by the cool air of the sea as in the localities where the observations above mentioned were taken.

Moreover, one fact which proves that the climate of Gaspesia is good, highly favorable to agricultural operations, is that wheat is succesfully grown in many parts of the country and ripens thoroughly. At the first Paris Exposition, honorable mention was awarded to wheat grown in the country of Gaspé, which is nevertheless inferior, as regards climate, to that of Bonaventure. Finally maize, which cannot be grown in Great Britain, owing to the temperature, ripens easily in Gaspesia where several hundreds of bushels were grown in 1881, as established by the census. Another proof of the mildness of the climate is that melons and and tomatoes, two very tender plants, are grown

in the open air, with the greatest of ease on the Baie des Chaleurs.

Heat and moisture are the two chief agents which render the soil and climate favorable for agricultural operations. We have seen that, as regards heat, the agricultural season in Gaspé is preferable to that of the principal countries of Europe, for its summer heat is greater. As to moisture, the following table shows that it is not wanting.

Number of rainy days and quantity of rain which fell in Gaspesia, in 1872 *for Cap Rosier, and in* 1880 *for the other localities.*

	Father-Point		Cap-Rosier		New-Carlisle		Carleton	
	RAIN		RAIN		RAIN		RAIN	
	days	ins.	days	ins.	days	ins.	days	ins.
January...	0	0.00	4	0.89	1	0.06	1	0.05
February.	3	0.26	2	0.27	0	0.00	1	0.05
March.....	0	0.00	5	3.66	4	1.92	5	2.41
April.....	9	2.42	2	0.99	2	1.15	3	0.85
May.....	16	2.64	6	3.01	8	2.22	3	0.85
June.....	7	1.21	14	5.71	13	5.84	15	6.44
July.....	12	2.20	13	3.17	8	2.04	8	2.82
August...	8	1.15	7	2.66	7	3.23	9	1.08
September	20	4.32	7	1.40	5	1.04	10	1.34
October...	16	4.77	12	2.68	7	1.17	11	2.71
November	2	0.07	7	1.61	4	2.07	5	1.20
December	0	0.00	1	traces	1	0.20	0	0.00
Year...	94	19.04	80	26.05	60	20.94	71	19.80

For each of the four seasons we find the following with respect to Gaspesia and certain other places.

	Spring		*Summer*		*Autumn*		*Winter*		*Year*	
	days	ins.	days	ins.	days	ins.	days	ins.	days	ins.
New-Carlisle	9	2.58	24	4.77	19	7.46	3	0.32	55	15.13
Carleton.....	16	4.83	27	7.41	29	11.27	2	0.20	74	23.71
Father-Point	25	5.06	27	4.56	38	9.14	4	0.26	94	19.02
Cap-Rosier..	13	7.66	34	11.54	26	5.69	6	1.16	79	26.05
Quebec.....	51	10.58	41	11.46	25	7.84	9	1.11	126	30.99
Montreal.....	47	9.41	53	9.62	27	8.33	20	2.41	147	29.80
London		4.00		6.00		6.15				20.69
Liverpool ...		6.19		9.78		10.81				34.10
Glasgow.....		3.80		6.39		5.82				21.33
Edinburgh...		5.40		7.10		8.90				28.08
Paris.....		5.53		5.92		6.51				22.64
Berlin.....		5.66		7.21		5.45				13.56
St-Petersburg		2.89		6.73		5.11				14.73

In this respect, as in many others, there is a great similarity between the climate of Gaspesia and that of the central and most thickly population regions of Europe. Compared with Quebec and Montreal, the number of rainy days is one-half and even much less, especially in the Spring and Autumn, which makes these two seasons much more favorable for agriculture in Gaspesia than in the districts of Quebec and Montreal. When we see that instead of 55 as at New-Carlisle and 74 as at Carleton, the number of rainy days was

126 at Quebec and 147 at Montreal, it must be admitted that, in this respect, the climate of Gaspesia is far superior to that of the parts of the province situated further west.

As to the number of days on which snow fell and the quantity of snow, the following table gives them for the same periods covered by the last one.

	Spring		*Fall*		*Winter*		*Year*	
	days	ins.	days	ins.	days	ins.	days	ins.
New-Carlisle.....	6	6.00	4	9.00	18	32.00	28	47.00
Carleton.....	10	10.50	7	11.50	25	59.50	42	81.50
Father-Point.....	17	21.50	11	21.82	43	56.50	71	99.82
Cap-Rosier.....	14	51.60	7	4.20	16	98.40	37	154.20
Quebec.....	24	54.40	19	29.30	53	92.30	96	176.00
Montreal.....	26	33.70	20	15.80	45	59.90	91	109.40

The number of days on which snow fell during the whole year was 28 at New Carlisle, and 42 at Carleton, instead of 91 as at Montreal, and 96 as at Quebec or more than double what it was on the Baie des Chaleurs. The quantity of snow was 47 inches at New-Carlisle and 81.50 at Carleton, instead of 109.40 as at Montreal and 176 as at Quebec, which clearly shows that during the snowy season the weather is much finer and clearer in Gaspesia than in the districts of Quebec and Montreal.

These tables show also that there is a percep-

tible difference in the temperature and in the state of the atmosphere between the northern and southern parts of Gaspé. On the north the influence of the ice, which comes through the straits of Belle-Isle accompanied by north and north east winds, lowers the temperature in winter and increases the snowfall, just as in the other seasons, especially in the Spring and Autumn, these cold and damp currents cause the thermometer to fall and bring on the raw and damp weather which always accompanies north-easterly winds. In the south, on the contrary, these winds are unknown; they are arrested by the Shickshock mountains which deprive them of their cold and dampness. This is the reason why in this region only east and west winds are known, the only wind which blows from the north is the north-west wind and as this wind is always dry, it is in no wise disagreable and has no effect on the temperature, except to make it pleasant, especially in summer. The following extract taken from Mr. Sims' report gives a good idea of the climate of the Baie des Chaleurs and of the Metapedia valley.

"The country (around the Baie des Chaleurs) produces all the kinds of grain grown in eastern

Canada. Fogs are almost unknown; showers of snow fall about the end of October, winter generally sets in in the middle of November, but fine weather often continues to the end of the month; the average height of snow is four to five feet when deepest; it disappears about the beginning of May and the ground is fit for sowing a few days afterwards. Owing to the general direction of the Baie des Chaleurs and River Ristigouche, the winds are either westerly or from the east; stormy gales are of rare occurrence. . . . .

"The climate of this part of Canada (the Matapedia valley which commences about twenty miles from the St. Lawrence) does not differ materially from that of Quebec; it is rather cooler in summer; rainy winter or thaws of long duration seldom occur in winter. Snow is expected about the 22nd of October; this does not remain longer than a day or two at the farthest and is followed by fine weather with one or two falls of snow, to about the 21st of November when the winter may be said to begin. The depth of snow in ordinary seasons is four feet: it has been known to reach six feet.

"Cultivated land is clear of now about the 20th

April, ploughing commences from the 1st to the 8th of May; rye, wheat and peas are sown from that time to the 20th of May; oats to the end of the month, barley and potatoes to the end of June. Reaping generally commences about the 25th August and lasts to the end of September, when the potato crop is fit to house."

All this more than amply proves that the climate of Gaspesia leaves nothing to be desired, that it is well suited for agricultural operations and for procuring comfort to the inhabitants of this fine and rich region.

CHAPTER V

MINERALOGY — MINERAL SPECIES — DEPOSITS WHICH MAY BE WORKED

The mineral wealth of Gaspesia is unfortunately but little known. The explorations of the Geological Survey have been few in number, limited to the strip of land which borders on the sea-shore or on some of the pricipal rivers which flow through the region and, it must be said, too hurriedly made to give the results which would be

derived from a more minute and careful examination of this part of the province.

However the most competent persons have not the slighest doubt as to the mineral wealth of Gaspesia and they are fully convinced that when this extensive and fine section of the country can be more easily reached, inspected more thoroughly and explored more easily, rich deposits of ores will assuredly be discovered. We find the following on this subject in the Report of the Minister of the Interior for the year 1882, in that portion which relates to the operations of the Geological Survey and the explorations made by one of its members, Mr. Ells, in a part of Gaspesia:.

" This region is probably an important one; but the difficulties in the way of its exploration are very great. The rough and precipitatous character of the numerous streams proceeding from it and the dense forest which covers the whole of the intervening country, except the rugged summits which rise to elevations above the tree line, together with the entire absence of tracks of any kind, are obstacles which have hitherto prevented the acquisition of any really accurate geographical or geological knowledge concerning it.

"It can, however, now be affirmed that this extensive mountain region has no connection with the Cambrian (Lower Silurian) formations of the *Quebec group*, but it is a detached area of the Pre-Cambrian formations which constitute the chief mineral bearing belt of the Eastern Townships, extending from the Vermont boundary north-eastward to a little beyond the latitude of Quebec. In the Shickshock mountain area as yet only serpentine and chromic iron have been recognized; but as these everywhere accompany the deposits of chrysolite or asbestos and the ores of copper, lead, antimony and iron with some gold and silver, in the region to the south-west, it is not unreasonable to anticipate their discovery in this unexplored area of the Gaspé Peninsula."

The same opinion is expressed by Professor Hunt in a pamphlet published in 1865. "Under this head, he says when speaking of the Eastern Townships, is included the belt of hill-country south of the St. Lawrence, with the region on its south-east side extending to the frontier and forming a succession of valleys, which may be traced from the head-waters of the Connecticut north-eastward to the Bay of Chaleurs. It is true that

the Eastern Townships, as now known, do not embrace this northeastern extension ; but as it belongs to them both geographically and geologically, it may be conveniently included with them... The Eastern Townships moreover abound in metallic ores, marbles, slates, &c."

These quotations clearly show the mineral wealth of Gaspesia. Then we have a convincing proof of the mineral wealth of this region in the existence of beds and of species which has been fully ascertained and which will be briefly pointed.

Petroleum.—The presence of petroleum in the Gaspé rocks was ascertained more than thirty years ago by the members of the Geological survey of Canada. Subsequent explorations have established that it exists in several places in this region, on the banks of Dartmouth, York, St. John and Malbaie rivers. In many spots in this region the limestone is overlaid by a sandstone whose lower portion is of the same age as the Oriskany formation. This sandstone is found near the mouth of York River and, like the limestone, it is impregnated with petroleum.

On the same river, about twelve miles from Gaspé Basin, small portions of solid bitumen are

found in the cavities of a dyke cutting the sandstone.

At the spring where the Silver Brook petroleum is found, the oil oozes from a mass of sandstone and arenaceous shal which dips south-eartwardly at angle of 13° and is nearly a mile from the crown of the anticlinal. The oil which collects in pools along the stream, has a greenish color and an aromatic odor much less desagreable than that of the petroleum of Ontario. Further westward, at a dozen miles from the mouth of the river, the oil floats on the surface of the water at the outcrop of the limestone.

Petroleum is also met with at Adam's spring in the rear of lot B of the township of York, at a couple of miles S. S. E. from the entrance of Gaspé Basin. The petroleun also goses through the mud on the shore at Sandy Beach and Haldimand, two places which, like the preceeding, are on sandstone and the anticlinal which passes a little to the north of the Silver Brook spring. A little to the east, two miles to the west of Tar Point, which takes is name from the petroleum found there, there is another spring which is three quarters of a mile from Seal Cove. On the south side of the Douglasstown Lagoon, about a mile to the

west of the village, petroleum ooses through the mud and gravel. Further towards the west, at the second fork of the St. John River, there is also petroleum, as also on the banks of a stream which discharges into St. George's Cove.

Fossil resin.—This substance is found in some of the beds of the devonian sandstone of Gaspé. It appears in the form of irregular scales, in the sides of these sandstone beds, in irregular laminae of a few lines in thickness. It resembles amber, but approaches nearer to scleretinite and middletonite.

This material could be made to furnish large quantities of illuminating and lubricating oils by a process of distillation similar to that applied to coal and to bituminous shales. In some experiments made on a small and to test its power of producing illuminating gas, it was found that a few pounds of this material, which lost by distillation 26.0 per cent. of its weight, yielded $2\frac{1}{4}$ feet of gas of superior illuminating power, to the pound. As this quantity of volatile matter correspondonds to about 33.0 per cent. of resin, it is evident that if obtained in a state of greater purity, this material would become valuable as a substitute for coal in gas-making.

Copper.—This ore must exist in great abundance in Gaspesia, since the Shickshock mountains are composed of chloritic rocks of the group which, in the Eastern Townships, contains the Acton, Wickham and Harvey Hill mines.

The only places where deposits of copper have been as yet found in Gaspesia are the mouth of of the Grand Capucin River, four miles below Cape de Chastes, the neighborhood of Mount Serpentine, near Gaspé Bay, and Port Daniel. At the Grand Capucin small copper pyrites have been found in a mass of quartz inclosed in a bed of a red shales. Good specimens of these pyrites have been found near Mount Serpentine, six miles from the head of Gaspé Bay. Finally it has been ascertained that the lower portion of calcareous and schistous rocks at Port Daniel also contain small quantities of copper and Sir William Logan asserts that there is the same probability of the presence of deposits of copper in the whole eastern region (Gaspesia) as in the townships situated further to the south-west.

Lead.—Galena is found in quantities sufficiently large to be worked, in veins which cut the Gaspé limestones at Cape Gaspé and Indian

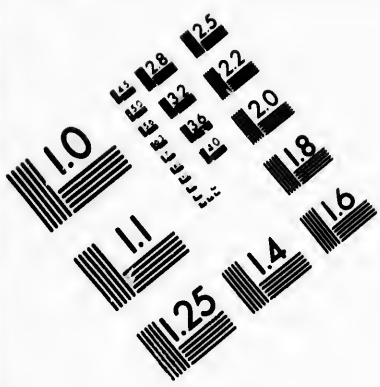
Cove. At Little Gaspé Bay, the vein is in a mass of stratified limestone which dips about S. W. 24° and forms towards the North a hill about 700 feet high, the Promontary of Gaspé. This vein is about eighteen inches thick. It is composed of calcite containing masses of galena as well as small pieces of blende and copper ore. By digging a shaft of twenty feet in the principal lode and in some of the parallel ones twenty tons of ore were got out, which yielded twelve tons of pure lead. Galena has also been found in several other places, especially in the limestone to the South of Gaspé promontary as also to the North in a vein which seems to be the continuation of that at Little Gaspé Cove. Small quantities of galena have also been found in veins in the Percé limestone as also at l'Anse à Cousin and it is evident that same would be found elsewhere in these localities if careful search were made for it. In any case what has already been found might be made to pay for working it.

Chrome.—This ore is found in workable quantities in the serpentines of Mount Albert, on the banks of the Ste. Anne River. It is found in the form of chromic iron, in detached masses weighing

as much as twenty pounds each and after examining the spot Sir William Logan ascertained that the beds of this ore, which he followed for a distance of over half a mile, form a considerable deposit and offer a vast field of industry.

It is from this chromic iron or oxyde of Chrome that we get the bi-chromate of potassium with which are made the red and yellow chromates of lead—or chrome-yellow—as well as the oxyde of green chrome which is used as an indelible green color in painting and to prepare green printing ink. Large quantities of bi-chromate of potassium are also used in dyeing and in calico-printing.

Asbestos. — This valuable mineral, mines of which are so extensively worked in some portions of the Eastern Townships, has been found by Sir William Logan in the neighborhood of Mount Albert, at the extremity of the Shickshock mountains and in the vicinity of Mount Serpentine. This deposit is, of itself, of little importance; but it seems to be an indication of the existence of larger deposits which will be sure to be discovered when more thorough examinations and more extensive explorations are made.



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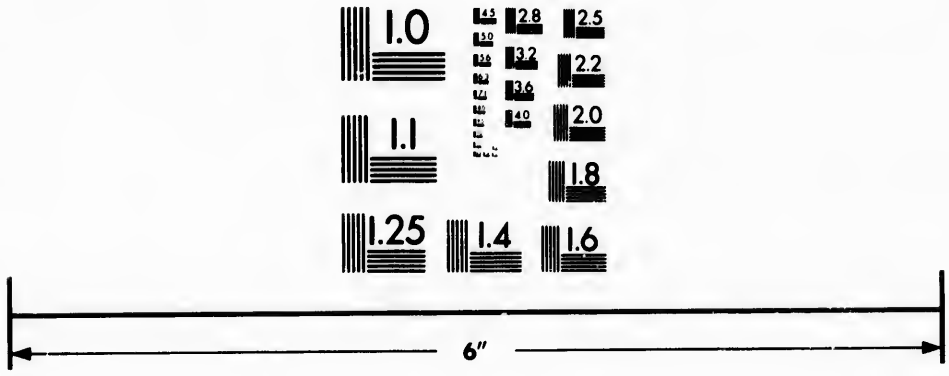

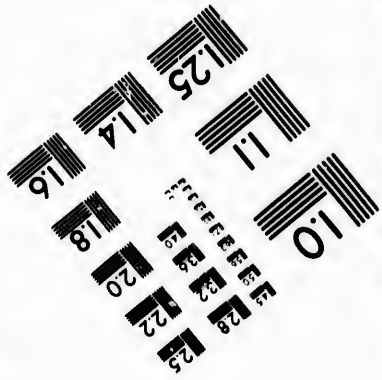

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Serpentine.—"At the eastern extremity of the Shickshocks, there is a great display of Serpentine, which appears to come in above the limestone conglomerates, with a thin band of black slate between, and to sweep round to the southeastern shoulder of the range, composing Mount Albert, one of the main peaks. It continues south-westward for a considerable distance along a tributary of the Great Gascapedia River, there constituting the southern flank of the range; and it finally disappears beneath the middle silurian series further on. The thickness of this great mass of serpentine is estimated to about 1000 feet. The whole of it presents evidences of stratification, in lower parts remarkably clear and distinct, in others more obscure. Much of the lower 600 feet is bottle-green in color, with beds towards the top, of a streaked and mottled reddish and greenish brown, much studded with small crystals of diallage. The upper 400 feet display the bedding very beautifully, by differences of color on the weathered exterior, as well as in freshly exposed surfaces. The weathered surfaces are marked by a sett of red and opaque white bands, the white broader than the red, varying from the eighth of an inch to an inch, and becoming often interstra-

tified with layers of brownish-fawn color, which vary in breadth in the same way. When cut and polished, this serpentine displays dark, brown parallel bands, with then blood-red surface. These red lines are sometimes disposed after the manner of false bedding.

" At Mount Albert, in Gaspé, the serpentines, which are there associated with chloritic, epidotic and hornblendic slates and which have been described on page 266 (of *Geology of Canada*) cover an area of no less than ten square miles. Much of the serpentine is distinctly stratified and is often striped with red and brown colors. There is a little *doubt that both here and in many other localities throughout this region fine varieties, well fitted for ornamental purposes, may be obtained in any quantity required.* "

There are other considerable masses of serpentine in the neighbourhood of Mount Serpentine and here also quarries capable of supplying a large industry might be worked.

Hydraulic ciment.—Mr. James Richardson, of the Geological survey of Canada, says that the black yellow-weathering dolomites found at the Mountain Portage and which are similar to those

existing at the Grande Coupe, six miles below the Grand Etang River, afford a matter which gives a very strong hydraulic ciment, setting a few minutes under water to a very hard and tenaceous mass of a yellow white color. The range of the formation containing these bands makes it probable that a considerable quantity of this stone may be obtained from various localities along the south shore of the St. Lawrence.

Roofing slates and mill-stones.—Sir William Logan, who himself explored these localities, says that very beautiful flag and tile stones might be obtained from some calcareo-arenaceous strata which occur a little westward of Anse à la Vieille; they split readily into plates of almost every required thickness, from a quarter of an inch to three or four inches, from the presence of mica in the divisional planes. The bed of silicious conglomerate, at the base of the limestone series, as well as others of a similar character, and of greater amount, on the West River, would yield good millstones.

Grinding-stone.—At the falls of the Darmouth River, in the curve to the north of Serpentine Mountain, and along that river, the beds

at the base of the calcareous formation are rather tender and arenacreous and sometimes pass to thin layers of sandstone fit for making stone for *grinding scythes.* In the valley of the Bonaventure river rocks were also found which would make excellent stones for grinding scythes as also good stones for grinding other tools. These rocks are stratified and could be easily worked.

Marl.—This substance can be used in many ways. When pure it is used for white-washing buildings, cleaning metals &c. By calcining it we get a very white lime which is the very best for making mortar. But its principal use is in agriculture for improving soils which are too sandy or too clayey. To the latter it gives the lime which they require and to the former it gives consistency which makes them yield abundantly. In Europe and especially in France, marl is considered by all farmers a great source of wealth and as one of the best fertilizers.

In Gaspesia, marl is found in many places, especially on the shores of Lake Metis, at its upper end, on the shore of the St. Lawrence five or six miles below Matane, in the lakes of Port-Daniel and those of New-Richmond and principally about New-

Carlisle, on the shores of the Baie des Chaleurs. At a couple of miles from the village, in a valley whose area is about a mile and a half, there are four or five small lakes at the bottom and on the shores of which is a bed of white and pure marl five or six inches thick.

At Matane the deposit, which is about fifteen inches thick, forms the bottom of several marshes which cover an area of from sixty to seventy five square acres. These deposits might be utilized to great advantage by the farmers of the adjoining country.

Lime-stone. — The lower silurian calcareous rocks of the Chazy formation and Trenton group, which make the best kind of lime, are to be met with in many places in the limestone formations of Gaspesia. The largest and purest deposit is at Port-Daniel and makes excellent lime. Large quantities are exported every year to Prince Edward Island where there is no limestone. It is quite a considerable industry. From the quarry the stone is taken on a tramway to the ships in which it is loaded. Several cargoes are exported every year and their number increases yearly. It is an important industry for this locality which

can also supply excellent lime for bulding and agricultural purposes to all the parishes on the Baie des Chaleurs.

CHAPTER VI

THE FORESTS AND LUMBER TRADE

As a rule the forests of Gaspesia are but little known and it is in all probability to ignorance of their wealth and value that the fact of their not being turned to account is to be attributed. These forest contain every kind of timber which possesses the greatest value for purposes of exportation, such as pine, spruce, birch, elm, ash, cedar, &c. Certain portions of the Metapedia valley have been swept to a considerable extent by fire; but elsewhere the forests are in their virgin state and have remained untouched except by fleeting and inconsiderable lumbering operations.

Ship-building, which is to a certain extent connected with the lumber trade, might be carried on to great advantage on the shores of the Baie des Chaleurs, where lumber of the best quality can be obtained at a low figure.

M. Perley says: "The facilities for ship-building are very great on this bay. The timber is of excellent quality and noted for its durability, more especially the larch which is accounted equal to any in the world. M. MacGregor M. P. for Glasgow, late secretary to the Board of Trade, in one of his official reports to that Board says: "The larch-built vessels of the Bay of Chaleur are remarkably durable. A vessel belonging to Robin & Co. which I saw at Paspebiac in 1824, I went on board of again in 1839 in the port of Messina where she was then discharging a cargo of dry cod-fish to feed the Sicilians. This vessel, then more than thirty years old, was perfectly sound."

The forests of this region have never been explored with the same care as those in other parts of the province; but the reports of surveyors who have passed through the belt in the vicinity of the sea clearly establish that Gaspesia is as remarkable for the wealth of its forests as for that of its soil and fisheries. We give the following extracts in support of our assertion.

The township of Milnikek was surveyed and explored by Messrs. H. LeBer and P. Murison, who say in their reports:

" The timber which grows on the crest of these mountains and on their flanks consists of balsam, white spruce, pine and white and black birch. On the greater part of the mountain summits, there still remains a great deal of this timber, but of inferior quality. (H. LeBer).

" Settlers should locate themselves on the fine gradually sloping land on the head-waters of Malt's Brook and the two Connors Brooks; there is a good standing growth of black and yellow birch, a few maples and a thick undergrowth of spruce and fir. All the merchantable timber of any consequence has been cut away, which was pine of the first quality, but there is a good quantity of birch that will be at some future time brought into use for shipping and other purposes." (P. Murison).

Speaking of the township of Humqui, Mr. Le Ber says: " There is no pine to be found as in Milnikek, but as much, and even more, of spruce fit for commercial purposes. There is also considerable cedar to be met with; the rest of the timber is made up of balsam and white and black birch."

The township of Cabot has been explored by

Mr. T. A. Bradley, a surveyor who states in his report that there are fertile plains, quite flat and unbroken by hills where the soil is excellent. Hardwood such as birch and maple predominates and there is also a good deal of spruce which is cut in great quantities by lumbermen of the locality. On the Blanche and Tartigou Rivers, there is a good deal of timber suitable for saw logs which are made all along these rivers from their sources to their mouth. The timber consists chiefly of pine and cedar with a little maple and white and black birch.

Mr. Garon, surveyor, has ascertained that in the township of McNeider, through which flows the River Tartigou, timber is of good quality, especially maple and birch which are found in the largest quantities. Pine is very scarce, but there still remains a small quantity of merchantable spruce. Cedar is generally abundant and of superior quality.

According to the report of Mr. Grondin, surveyor, the township Tessier is " level and covered with timber of the finest gro wth, such as maple, birch, elm, ash, and spruce." This township is crossed by the Matane River and is in rear of the Seigniory of that name.

Mr. Roy, surveyor, says the predominant kinds of timber are the pine, white birch, birch, spruce and cedar. There is only a small quantity of maple. The cedar bushes are not numerous, but the cedars are of good size and of superior quality. "There is a great quantity of pine stumps, but I cannot recollect having seen one of these trees standing."

In the townships of Fox River, Cap Rosier and North Gaspé, especially in the low-lying parts, the ground is level and covered with maple, birch and ash; but the latter kind is becoming searce owing to the large quantities used by the fishermen in making barrels.

In the township of Fortin the forests consist of spruce, fir and birch. In the township of Rameau through which flows Grand River, there is a little pine, a large quantity of fine cedar and a little maple; red birch, generally sound, of fair proportions, is found everywhere mixed with white birch, fir and spruce. Cedar, particularly, might be procured in large quantities for exportation.

Merchantable timber exists in abundance in the forests of Pabos. Same pine has been cut in the vicinity of the sea; but enough remains in the interior to supply a large lumber trade during

many years. Even in the first ranges of the township, there is an abundance of all the other kinds of merchantable timber, such as cedar, spruce, fir, birch and ash. Black birch is very plentiful, of large size and very sound and is a first class article of export.

Mr. Legendre, surveyor, has explored a considerable portion of the region drained by the Pabos and Port-Daniel rivers and we give the following extracts from his report :

" From Nouvelle River to the Forks, there is a great abundance of merchantable timber, cedar, poplar, elm, &c. This timber is generally very large, heavy and of excellent quality. The hills and mountains supply pine in small quantities and a great deal of spruce. The summit of the heights is almost everywhere wooded with birch and soft wood.

" I saw there some birch which could furnish a log of thirty feet in length by twenty inches square. These forests have already been worked but there still remains enough pine and spruce to give them a considerable value.

" The Samaragne is the best water-power among these streams ; pine and spruce abound and the driving o the timber is easy."

The same surveyor explored the Bonaventure and Cascapedia rivers and reports the following with respect to the forests which he saw :

" The timber which in these localities (in the valley of the Cascapedia) consists of cedar, birch, poplar, spruce and balsam, is of a remarkable size and abundant in quantity. I saw several cedar trees from 18 to 20 feet in circonference and generally sound...

" From the Forks to the 32nd mile, on the East side, there is a large quantity of spruce, cedar and poplar. I remarked that in this country the low lands are generally well wooded with soft wood...

" As regards the rest of the South West Branch from the Forks, there is no timber of any value ; but from the rear line of the township of Newport, there is found an abundance of cedar and poplar on the banks of the river and also pine and spruce on the heights and on the streams.

" The Hall River (one of the tributaries of the Bonaventure) is well wooded with birch, pine and spruce as are also the Pabos rivers."

A considerable portion of the country about the

Grand Bonaventure River was explored by M. Henry O'Sullivan, a very competent person. The following notes are taken from his report.

"The land is covered with a considerable quantity of pine and an abundance of spruce, fir and cedar.

"There are two old lumber chanties on the west branch where square timber has been made, one on the 2nd and another on the 3rd mile. There is some splendid land both along the main river as for as the 2nd mile post and up the west branch far a considerable distance. The total area would be about two thousand acres. The valleys are well timbered with spruce, cedar, fir, gilead and pine and the mountains with spruce, scattering pine and white birch.

"The cedar of the Bonaventure deserves a special mention, as I have not seen in any other part of the province any thing to equal it either in size, quality or quantity. There is also considerable quantity of pine, spruce, fir, gilead and according to the explorers and lumberers who have visited the head of the rivers Hall, Duval and Deep-water, there is an abundance of birch and maple in that locality."

We may state, by the way, that the finest forests of Gaspesia lie in the valley of the Bonaventure River. They contain an abundance of the best quality of pine, spruce, and the cedar which Mr. Sullivan represents as extraordinary and far superior to anything he has seen in any other part of the province. In this valley there is enough fine pine, of the best quality, some has been measured which was three and a half feet in diameter above the roots, to make millions and millions of feet of square or sawn lumber. The spruce there would also afford a very large supply to say nothing of the birch and cedar. This pine timber is to be found not only in the main valley, but also in the smaller valleys drained by the tributaries of the river, all of which means that these forests cover a vast area and can for an almost indefinite period provide material for most extensive and lucrative lumbering operations.

These operations could be carried on under the most advantageous conditions that one can imagine. In the case of most establishments, very large sums are spent in transporting provisions for the lumbermen and forage for the animals used in woods, hundreds of miles from the large commer-

cial centres, through regions in which roads cost a great deal to open, are hilly and barely practicable. All this trouble, all these sources of expense do not exist as regards lumbering operations in the forests of the Bonaventure River.

There the ground presents no obstacles to the opening of roads and in winter the ice which forms on the river and its tributaires supplies the finest and most level of roads. Then the distances to be got over are inconsiderable since they do not exceed, on an average, about thirty miles from the sea-shore to the centre of the forest, which is nothing compared to the remoteness of the forests in the other parts of the province. Thus on the Upper Ottawa where we obtain the greatest portion of the pine we export, provisions have to be transported for distances of two or three hundred miles and over. And yet several firms which have carried on lumbering operations there have realized immense fortunes. What would they not have done if their operations had been carried on, as may be done in the valley of the Bonaventure River, a few miles only from localities where provisions can be cheaply purchased and whence they can be taken to the shanties for a trifle.

Finally the *driving* of the lumber which is so expensive on the Saguenay, the Saint-Maurice and the Ottawa owing to slides, booms and labor, would cost comparatively little on the Bonaventure River. Nothing of the kind is required there for the very good reason that the river, throughout its entire length, is entirely unobstructed.

" I may state, says M. O'Sullivan, that on the whole river from the beach to the upper lake, there is not a single fall, but it may be considered one continuous rapid free of any obstacle whatever."

It is impossible to imagine a river better suited for floating down lumber. Not a fall, not a natural obstacle of any kind and a swift current throughout. All one has to do is to roll the logs into the water and let them float down alone. Under circumstances so favorable, ten men can do work which on other less favored rivers it would require a hundred or more to accomplish. Finally the estuary of the river forms an excellent harbour where vessels may load with the greatest ease, being protected against the wind and against anything which might impede or prevent them from doing so in other localities not so well situated.

All this clearly shows that in every respect lumbering in the splendid forests of the Bonaventure River can be carried on under exceptionally advantageous conditions. It is for all these reasons that the valley drained by this river and its numerous tributaries is beyond doubt the finest forest region of Gaspesia and perhaps even of the whole province.

There are also fine forests in the valley of the Nouvelle River. M. Murisson speaks of them as follows :

" The soil in this locality (20 miles from the mouth of the river) is rich and the timber large, more especially the spruce which would make good merchantable timber, being sound and straight. In the vicinity and between the ninth and tenth mile posts, there are some pine trees of good quality, growing on the slopes of the mountains facing the river and on both sides of the same. The brooks that run into the main river are small. The spruce and fir are large ; there is also some white and black birch ; excellent timber of the same kind abounds along the slopes of the mountains."

In the township of Mann, the land is perfectly

level, of the best quality and covered with very large birch and maple. The great valley of Busteed Creek is wooded with pines and there are some birch trees of enormous size. The valley of Harrison Creek is also formed by land of superior quality, covered by timber of an enormous size. The prevailing kinds are elm, ash and birch. There are ash trees as large as pines. The soil becomes better and better as the interior is reached, going towards the Escumenac River.

An opinion may be formed of the soil and timber of the township of Ristigouche from the following report on the second range of that township made by Mr. Legendre:

"Every kind of timber and the soil I met with are of excellent quality through the whole extent of the line and I have been assured that it is exactly similar in the immediate neighborhood and in some places beyond the northerly exterior line of the township. For my own part, I have not, so far, seen any tract to equal this part of the second range. The birch trees are enormous, plentiful and sound; some splendid sugaries are also met with. There are spruce trees measuring sixteen inches in diameter at sixty feet from their

base. The soil composed of yellow loam is the finest I have seen. Conspicuous among the timber I have mentioned are to be found some immense cedars, a sure indication of the quality of the soil."

The township of Ristigouche and that of Metapedia, next to it, have been carefully explored by Mr. W. A. Sims, who says in his report:

"The township of Restigouche is situated at the head of the tide-way on the Restigouche which forms its southern boundary. The ground is a brownish or yellow loam of a good quality, free from stones, the sub-strata being generally trap rock which when decomposed, forms an extremely fertile soil. It is well timbered with yellow, white and black birch, balsam fir, spruce, maple, beech and ash, the latter named woods intermixed with white pine, cedar, and white birch also prevails on the sides of the hills.

"The extent of the flats in the ravines and valleys is limited. The timber in these places is chiefly soft wood with some ash and elm. The description given above will apply to the township of Matapedia, which is also bounded on the south by the River Restigouche."

All these data taken from the most authentic and approved sources clearly show that the forests of Gaspesia, especially in the region bordering on the Baie des Chaleure between the Saint John and Metapedia rivers, are as rich in merchantable timber as those of the Saguenay, the Saint-Maurice and the Ottawa. In these fine forests of the Baie des Chaleurs there is enough pine, spruce and birch to feed an immense lumber trade for years and years to come. As to cedar, it is the only place in the province where it can be found so large and so good. Ash and elm trees are also of colossal proportions and would furnish their quota to the trade.

As to lumbering in these forests, it is very easy and much less expensive than in the other parts of the province.

Elsewhere the lumber must be sought out three, four, even six and seven hundred miles from where it is shipped on board of the vessels which are to take it to Europe. In Gaspesia, the most distant forests are not a hundred miles from the sea-shore. This is an immense advantage; but there is a still greater one. The course of the rivers down which lumber is floated in

other parts of the province is interrupted and broken in many places by falls and cascades over which the lumber cannot be taken and to avoid these obstacles slides have to be built and improvements made which cost enormous sums. There is nothing of all this in Gaspesia ; through the forests flow rapid rivers which do not offer the slightest obstacle to the floating of lumber. All that requires to be done is to put it in the water and it floats down alone. Finally freights to England are much lower than in Quebec and other Canadian ports. Besides the fact that they have from four or five hundred miles less to go both ways or from eight hundred to a thousand miles in all, vessels loading in the ports of the Baie des Chaleurs, Percé, Pabos, Port-Daniel, New-Carlisle, New-Richmond, etc., have not a cent to pay for pilotage, wharfage, towage, all of which are heavy items of expense in other ports.

All these considerations establish that lumbering in Gaspesia offers the greatest advantages and the finest prospects ; if it has not yet been undertaken to any extent or on a large scale, it is solely due to the fact that the wealth of the forests of this country is not generally known.

CHAPTER VII

FISHERIES—STATISTICS—FISH MANURE

The Gaspé fisheries are, probably, the richest in North America or even in the world. They have been known for two centuries and have yielded to commerce products whose value is counted by millions. The firm of Chs. Robin & Co., of Jersey, has realised a fortune of several millions which has placed it at the head of the fish trade in America and in Europe. The firms of Le Bouthilier & Bros., J. & E. Collas, J. Le Bouthilier & Co., and Valpy & Le Bas also do a very large business.

The fish which form the staple of the trade are the cod, herring, makerel, salmon and lobster as well as the *gaspereau* or alewife and several other kinds of minor importance which might furnish a good supply to the export trade, if they were only appreciated and pains were taken to find a market for them.

Cod is the most valuable of all fish and by far

the most plentiful. In Gaspesia it constitutes a means of support as sure as farming; with a little activity the poorest man can always find in cod-fishing a support for himself and his family.

In Gaspesia the fishing is carried on along the coast, in the coves and bays, and is called shore-fishing; it is also carried on the banks, from twenty five to thirty miles out to sea. Fishermen who have sufficient means build their own craft, provide themselves with necessary gear, fish on their own account and sell their fresh fish to the merchants or salt it themselves in order to sell it in the fall to speculators who frequent the whole length of the coast and buy all the fish they can find.

Those who have no means to buy boats and gear, hire them from the large fishing establishments. The hire of a boat all fitted out varies from $25 to $35 for the season and one invariable condition of the lease is that all the fish which shall be taken in one of these boats shall be sold exclusively to the merchant who provides it. They are about thirty feet long and from six to ten feet wide, are made of cedar and pointed at both ends like whale-boats; they carry two sails and

are splendid sea-boats. In shore fishing the men start out in the morning about two or three o'clock and return between four and five in the afternoon, so as to have time to dress their fish before dark. Each boat carries two men who each use two lines when they fish in thirty or forty fathoms of water and as many as four lines when they fish in ten fathoms. When fish are plentiful the men do not get a moment's rest; while they are unhooking the fish from one line, the other has hooked a fish. Each line has two hooks and when the fish bite well, two are taken at a time. Under these circumstances a boat often returns with 2,000 lbs of fish, that is a thousand pounds to each man.

The fishing season generally lasts from the month of April to the month of November. This period is divided into two parts called the summer fishing and the fall fishing. The former finishes on the 15th August. The cod taken up to the end of September is dried or prepared for exportation; that taken after that date is salted, barrelled and sold on the home market.

As may be seen, cod-fishing is a lucrative employment and an active and hard-working man can earn from $300 to $400 in a summer.

The herring fishery lasts from the month of April to the month of December and is carried on with nets and seines. The nets are generally thirty fathoms long and five or six wide. They are stretched vertically in places where the herring passes and are visited every morning to remove the fish. In the spring time every night, when the fishing is good, from 5 to 10 barrels of herrings are taken in a net thirty fathoms long.

Mackerel is caught in seines or with hand lines. The former way is precisely similar as for herring. The hand lines used are made of hemp or cotton and are from six to eight fathoms long. They are baited with a small piece of skin from the neck of a mackerel. Each fisherman takes two lines which are attached to the boat and when the fishing is good, a crew of fifteen men can take in six hours from twenty to thirty barrels of mackerel, which sells from eight to twenty dollars a barrel, according to quality.

Lobster fishing is also a very lucrative occupation. It is only carried on along the shores of the Baie des Chaleurs, as lobster is not found on the shore of the St. Lawrence which forms the northem limit of Gaspesia. It is a very easy kind of fishing

and the lobsters are sold to manufacturers who have large factories where they can them and ship them to market.

Salmon are caught in nets stretched near the sea-shore, in coves and at the mouths of rivers. At high water the fish pass over the nets to go near the land or to ascend the rivers ; but when the tide falls they leave the land and go back to sea where their passage is intercepted by the nets. They are caught in the meshes and remain there until the fisherman removes them and places them in his boat.

The fisheries above described supply the export trade and the local market in the large cities of Canada.

The following figures taken from the official statistics of the Department of Marine and Fisheries will give an idea of the importance of this industry, which constitutes one of the principal sources of wealth of Gaspesia.

Table showing the quantity and value of fish taken in Gaspesia in the year 1883

Cod :

Summer fishing....	74 990 qtx	at	$4.00...	$299,960.00
Fall do	39 209 do	at	4.00...	156 836.00
Tongues & sounds	368 bar.	at	9.00...	3 312.00

Cod	79 do at 1.00	79.00	
Cod liver oil	63 862 gal. at 0.60	38 317.20	
			$498 504.20
Herring :			
Salt	26 922 bar. at $4.00	$107 688.00	
Smoked	5 030 bts at 0.25	1 257.50	
For manure	37 231 bar. at 1.00	37 231.00	
			146 176.50
Mackerel :			
Salt	1 165 bar. at $8.00		9 320.00
Salmon :			
Salt	36 bar. at $15.00	$540.00	
Fresh	269 719 lbs at 0.07	19 173.37	
			19 713.37
Lobsters :			
Canned	135 710 lbs at $0.15		20 356.50
Various kinds of fish :			
Haddock	490 qtx at $4.00	1 960.00	
Ling	207 do at 4.00	828.00	
Halibut	54 bar at 6.00	324.00	
Trout	35 do at 8.00	280.00	
Eel	96 do at 8.00	768.00	
Sardines	442 do at 3.00	1 326.00	
Various kinds for local consumption	12 102 do at 4.00	48 408.00	
Sturgeon	45 do at 5 00	225.00	
			54 119.00
Fish used for manure and bait :			
Capelin	12 240 bar at $1.00	$12 240.00	
Smelt	756 do at 1.00	756.00	
Trout	50 do at 1.00	50.00	
Launce	594 do at 1.00	594.00	
Encornet	2 889 do at 1.00	2 889.00	
Clams	683 do at 1.00	683.00	
			17 212.00

Porpoise :			
Hides.....	36 at 3.00	108.00	
Oil.....	193 gal at 0.60	115.80	223.80
Whales :			
Oil.....	4 810 gal at 0.60	.....	2 886.00
			$768 510.57

This sum of $768,510.57 represents 33,924,829 lbs of fish and 68,865 gals. of oil. And it must be observed that the year 1883 to which the above table relates was one of the most ordinary years for fishing as may be seen by the following comparaison between 1879 and 1883.

	(1879)		(1883)	
Cod :				
Summer fishing.	101 776 qtx=	$407 104...	74 990 qtx=	$299 960
Fall do .	31 103 qtx=	124 412...	39 209 qtx=	156 836
	132 879 qtx=	$531 516...	114 199 qtx=	$456 796
Salmon :				
Salt.....	14 500 lbs=	$ 870.00...	7 200 lbs=	$ 540.00
Fresh.....	392 372 lbs=	21 379.10...	269 719 lbs=	19 173.37
	406 872 lbs=	$22 249.16	276,919 lbs	19,713.37
Lobster :				
Canned.....	398,648 lbs=	$59,797.20	135,710 lbs=	$20,356.50

These three items alone show a deficit for the years 1883 of $116,686.13. In ordinary years, the yield of the fisheries is about $800,000 and it would be easy to bring it up to a million, if more activity were displayed in prosecuting them.

Moreover, there are several kinds of fish to

which the Gaspé fishermen, especially in the Baie des Chaleurs, pay no heed and which might however be a source of profit to them, such as makerel, tunny and blue fish.

We will now give some statistics on the number of men, vessels, &c., employed in the fisheries of Gaspesia which are resumed in the following table.

Vessels	*Number*	*Tonnage*	*Men*	*Value*
Ships	70	6 709	390	$299 560
Fishing boats	1 612		4 056	81 053
Flat boats	1 343			14 837
	3 025	6 709	4 446	$395 450

Seines and nets	*Number*	*Yards*	*Value*
Salmon nets	883	57 002	$18 411
Herring nets	3 501	114 032	37 504
Mackerel nets	243	8 114	3 169
Mackerel seines	3	150	100
Capelin seines	181	8 304	5 993
Launce seines	21	700	829
	4 832	189 202	$66.006

The value of the vessels and fishing material mentioned in this table amounts to a total of $461,456, which clearly proves that a fishing outfit does not cost very much and that even the poorest persons can easily procure one.

The fisheries of Gaspesia could also supply the raw material for an industry which is of the

greatest importance from every point of view, namely the making of artificial fertilizers, which is not only very profitable in itself, but also of considerable benefit to agriculture.

The use of fish in the preparation of certain artificial fertilizers has been known and practised for a long time on the coasts of Scotland, Cornwall, Brittany and of some parts of the United States. The manufacture of fertilizers from fish offal has met with the most success in France ; M. Demolon has carried it on for more than thirty years and has realized an immense fortune. His chief establishment is at Concarneau, a small town in Brittany, where the offal of sardines, found in abundance along its shores, is manufactured into manure.

The process followed by M. Demolon is very simple. After boiling the offal in copper kettles heated by steam, it is subjected to strong pressure to expel the water and oil it contains ; the mass so pressed is grated and the produce dried by being exposed to a current of hot air. It is then ground in order to reduce it to powder, in which shape it is sold to the trade. The experience derived at the Concarneau factory shows that 100 parts of fresh

offal yield an average of 22 parts of the fertilizing powder and from 2 to 2½ parts of oil. The establishment employs—or at least it employed some years ago—six men and ten boys and turned out daily from four to five tons of the pulverized fertilizer out of from 18 to 20 tons of fish offal. This fertilizer contains 80 per cent of organic matter and 14.1 of phosphate of lime and magnesia as well as ordinary salt, carbonate of lime, sulphate and carbonate of ammonia and only one per cent of water.

The nitrogene it contains is almost entirely in the state of organic matter and is in the proportion of 14.1 to 100 of the ammonia. The phosphoric acid, which is insoluble as it exists in the fertilizer, represents about 7 per cent.

According to the best data, fish offal yields 10 per cent of this excellent fertilizer which is almost as good, as valuable and as much in demand as Peruvian guano. Finally the fish caught in the fisheries of Gaspesia would give at least one half of its weight in offal. The following figures taken from the census of 1881 show the weight of fish taken in that year and the quantity of offal which

might be made into manure worth at least twenty dollars a ton.

Fish		*Bonaventure*	*Gaspé*	*Rimouski*	*Total in tons*
Cod—qtls		38 112	257 653	5 898	15 083.0
Haddock, ling & smelt	q..	69	1 099	83	62.5
Herrings—barrels		32 076	76 615	1 943	11 063.2
Alewives	"	31	3	6	4.0
Mackerels	"	1 259	8 437	647	1 034.3
Sardines	"	28	180	380	53.7
Halibut	"	6	336	16	30.7
Salmon	"	652	479	32	111.2
Shad	"	5	6	2	1.3
Eels	"	53	112	7	17.2
Trouts	"	158	122	32	31.2
Other fish	"	12 934	15 116	1 765	2 981.5
Canned lobsters	lbs	97 200	420 534	.....	258.7
					30 732.5

This grand total of 30,732.5 tons represents the net weight of the fish after it is prepared for market and its offal removed, which weigh the same. This would therefore give about 30,000 tons of offal for manufacturing artificial manure, making about 6,000 tons worth at least $20.00 a ton or $120,000 in all per annum. The same might be done with several other kinds of fish which are not taken because they are of no use, but which exist in immense numbers in the waters surrounding Gaspesia. Consequently a yearly

product of abont 10,000 tons of this fertilizer could be obtained, of an annual value of about $200,000.

CHAPTER VIII

AGRICULTURE

Both as regards soil and climate Gaspesia is beyond doubt one of the finest, if not the finest portion of the Province of Quebec, to say nothing of the fact that the sea supplies the farmers of this region with inexhaustible quantities of the richest fertilizers. Kelp is found in abundance on the shore and in addition to fish offal immense quantities of inferior kinds of fish can be taken which are not required either for local consumption or for export. The mud from the beach and the sea-weed are also excellent fertilizers which are of great benefit to laborious and intelligent husbandmen.

All these exist in abundance in Gaspesia, chiefly on the shores of the Baie des Chaleurs. After each tide, especially when the water has been

agitated by the wind, quantities of kelp and sea-weed are heaped upon the shore. This accumulation is continually renewed; the farmer has a constant supply of good fertilizers to spread over his land or increase the yield and quality of the grain which he raises. It costs him nothing beyond the trouble of carting it and spreading it on his fields. It improves instead of injuring pasture lands, because cattle prefer the grass to which the sea-weed has given a slightly salty taste. Mussels, star-fish and sea-urchins can be used as the basis of an excellent compost, which can be improved by the addition of mud and shells from the beach.

But the richest of fertilizers is furnished by fish and its offal. All the cod-fishing establishments could supply enormous quantities which can be used without any preparation for manuring the soil. If the farmers of Gaspesia would turn it to advantage, they would find in this refuse a source of wealth whose value may be easily imagined. They might increase it still further by boiling the offal in order to extract the oil which retards and even hinder vegetation.

Whole fish also make excellent manure. The

kinds used are capelin and herring, which is too thin or too small for the trade. Thousands of barrels are used in this way, but much more might be made use of and moreover other kinds of fish which can be taken in large quantities and which are not accepted by the trade or for local consumption might be devoted to the same purpose. In a word the quantity of fertilizers which the sea can be made to supply is practically unlimited and it lies at the disposal of all who are sufficiently intelligent and laborious to take advantage of it.

We have spoken elsewhere of the manufacture of artificial manure from fish offal. If some day this valuable industry should be inaugurated in Gaspesia, the farmers of that region will find it a source of great wealth, for this fertilizer is almost as good as guano, which English and French agriculturists find it profitable to buy at more than twenty dollars a ton from the traders who import it from the south American coast.

Gypsum is another fertilizer which the inhabitants of Gaspé can procure under exceptionally advantageous conditions. There are inexhaustible quarries of this material in the Magdalen Islands

which, compared to the other parts of the province, are in the neighborhood of Gaspé, so that freight would be very cheap, thereby giving another great advantage to the farmers of this region.

There are deposits of marl in many parts of Gaspesia. This is another source of agricultural wealth, for marl, as is well known, has the double advantage of being both a fertilizer and improver of the soil. It is an established fact that by using marl with a proper proportion of natural or artificial manure, the ground may be made to yield double its usual produce. The farmers of Gaspesia who have an abundance of all kinds of manure are therefore in the best position to benefit by these beds of marl and double the yield of their farms, which are naturally very fertile.

It may therefore be said, without fear of contradiction, that as regards fertilizers, the ease with which they can be procured at the sole expense of collecting and transporting them, Gaspesia offers advantages to agriculturists which cannot be found elsewhere, at least in that part of Canada situated to the West of it.

As to the climate, it is a well known fact that it is favorable, in the highest degree, to farm-

ing operations. Moreover, the southern portion of the Gaspé peninsula enjoys as regards climate an advantage which is not generally known, and which is its southern exposure. Starting from the chain of hills which runs along the shore of the St. Lawrence, the ground slopes downwards towards the south and is therefore well exposed to the fruitful action of the sun's rays, which is so important for vegetation and which gives it an extraordinary activity and energy. The solar rays lose a portion of their heat by refraction and this explains why on the New-Brunswick shore, on the other side of the Baie des Chaleurs, the agricultural temperature is lower than in Gaspesia, where the run's rays fall perpendicularly on the soil and therefore impart to it greater heat and greater power for producing vegetation.

This southern exposition renders the southern portion of Gaspesia one of the best of regions for the growth of fruit-trees and even of grape-vines.

With intelligent and careful cultivation, apples would succeed very well, as well as in the district of Montreal where the summer is not finer and fine weather does not last longer and there are some localities which seem specially adapted to the cul-

tivation of grape-vines. Amongst the latter may be mentioned, in the first place, the slope between the sea and the side of Mount Tracadigetche in Carleton. The soil is particularly suited to grape-vines; the flank of the mountain which keeps off all winds from the north and north-west reflects the rays of the sun and keeps the temperature higher while the vicinity of the sea keeps the thermometer at a uniform height—and prevents sudden changes and early frosts. In a word this place, both as regards soil and climate, is equal, if not superior to many localities on the Island of Montreal where grapes have been grown for many years with undoubted success. If the same were attempted on the Baie des Chaleurs, particularly at Carleton, it would be sure to succeed.

The soil is, in itself, so fertile, that excellent crops can always be raised without the use of fertilizers. It is composed of detritus of rocks which give the richest and most easily cultivated of soils, as we have already shown. These yellow and brownish loams, clayey in same places, are easily cultivated and yield abundant crops of all kinds of cereals. This fact is very well established by the following figures taken from the census of 1881.

In Gaspesia there is an area of 174,306 acres of farming land. The extent covered by the various branches of agriculture is as follows :

	Bonaventure	*Gaspé*	*Rimouski*	*Totals*
Cereals.....	30 159	21 032	32 923	85 014
Hay.....	12 609	10 616	10 472	33 697
Pastures.....	11 297	14 415	28 678	54 390
Gardens.....	594	443	168	1,205
Total.....	54,659	47,406	72,241	173,306

The area under cultivation is as follows :

Cereals :	*Bonaventure*	*Gaspé*	*Rimouski*	*Totals*
Bush. of wheat.....	35,839	28,742	89,625	154,206
" barley.....	31,932	46,952	63,921	142,805
" rye.....	5,529	6,609	8,954	21,092
" buckwheat	64,446	1,552	7,713	73,711
" corn.....	327	101	50	478
" oats.....	194,570	87,551	71,705	353,82
Total	332,643	171,507	241,968	746,118
Hoed crops :				
Bush. of potatoes....	704,432	423,591	263,327	1,391,350
" turnips.....	101,490	114,561	12,243	228,294
" other roots.	31,753	13,493	1,623	46,869
" beans.....	2,527	6,172	29,046	37,745
Total ...	840,202	557,817	306,239	1,704,258
Tons of hay	16,891	17,169	7,702	41,762

The yield of wheat per acre is given in the following table :

	Bonaventure	*Gaspé*	*Rimouski*	*Gaspesia*
Bushels harvested.....	35,839	28,742	89,625	154,206
Acres sown.....	3,181	2,610	9,482	15,073
Yield per acre.....	11.26	11.81	9.10	10.23
" " 1871	11.9	15.08	8.3	11.7
Difference	— 0.64	— 3.19	0.80	— 1.47

That is to say that from 1871 to 1881 the yield of wheat per acre increased by 0.80 in the county of Rimouski, decreased by 0.64 in Bonaventure, by 3.19 in Gaspé and by 1.47 per acre in the whole of Gaspesia.

As regards hay, the yield in tons per acre was as follows, according to the census of 1881 : in the county of Bonaventure, 1.33 ; in the county of Gaspé, 1.61 ; in the county of Rimouski, 0.73 ; in the whole of Gaspesia, 1.23.

This is a very small yield, but it depends much less upon the poorness of the soil than upon the bad way in which it is cultivated. In many places the old pernicious system is followed which consists in turning fields into meadows without sowing hay-seed and leaving them in hay until they are entirely unable to yield any more. One can easily see that under such a system, it is impossible to gather much hay, even on land the best suited for it, when well cultivated.

The potato crop is one of the best. The average yield per acre is 152.21 bushels in Rimouski, 156.07 in Gaspé and 183.11 in Bonaventure, where as much as 300 bushels is sometimes taken from one acre. This heavy yield is easily explain-

ed. Besides the fact of the soil being very well adapted to the purpose, fish supplies a manure which doubles the yield. For this purpose herring and capelin of inferior quality are used which are placed in the furrows or on the surface of the soil. With this manure potatoes can be raised from the poorest of soils and much more so of course from the rich soil of Gaspesia. This also explains the enormous quantity of 1,704,258 bushels of potatoes gathered from 8,291 acres of land. At twenty five cents a bushel, this crop represents a sum of $426,664.50 or $51.40 per acre.

Resuming the above figures, we find that the field area is distributed as follows with regard to crops :

Crops	*Bonaventure*	*Gaspé*	*Rimouski*	*Gaspesia*
Hay	12,609	10,616	10,472	33,697
Wheat	3,181	2,410	9,842	15,433
Potatoes	3,847	2,714	1,730	8,291
Other crops	23,131	16,808	21,351	61,290
Total	42,768	32,548	43,398	118,711

That is to say that the following is the proportion of the various crops for the whole of Gaspesia : hay 28.38 per 100 ; wheat 13 per 100 ; potatoes 6.99 par 100 ; other cereals and root-croops, 51.63 per 100. It is evident that hay is not sufficiently

cultivated and the yield should be increased by at least 12 or 15 par cent. In our province cattle raising pays the best of all and to carry it on profitably at least forty per cent. of the field area must be in meadow land. Otherwise the farmer will not have enough fodder to keep a sufficient number of animals or to feed them with advantage. By remedying this defect, the agricultural products of Gaspesia might be considerably increased.

Moreover there is no region better adapted to so renumerative an occupation as stock-raising. The pasturage is of superior quality; the soil gives an abundance of grass and nearly all the fields are crossed by brooks or small rivers in which flows water as clear and limpid as crystal. The hills afford excellent pasturage for sheep and the coolness of the weather everywhere imparts to the cattle a vigorous health, which it is difficult to find elsewhere in the same degree. Finally, the ease with which immense quantities of potatoes and root-crops can be raised by means of the fertilizers obtained from the sea, enables the stock raiser to procure a food as rich as it is abundant for wintering or fattening his cattle. And the exportation of cattle has been of the easiest since the opening of the Intercolonial Railway, which

has placed the Baie des Chaleurs within short and unexpensive communication with the principal shipping ports and large cities of Canada. If the western stock-raiser find it profitable to raise cattle which he has to send 500,600 or even 800 miles to the Chicago market, it cannot be denied that those on Baie des Chaleurs ought to find it still more profitable to raise cattle for the markets of Halifax, St. John and Quebec, which are only three or for hundred miles distant.

It must therefore be admitted that the farmers of Gaspesia do not raise enough cattle and this is clearly established by the following figures taken from the census for 1881.

Animals :	*Bonaventure*	*Gaspé*	*Rimouski*	*Gaspesia*
Horses.....	2,272	2,320	1,412	6,004
Colts	548	430	305	1,253
Working oxen.....	1,436	1,818	353	3,607
Milch cows.....	5,053	4,996	3,906	13,955
Other horned cattle...	4,611	4,299	3,63	12,545
Sheep..... ...	15,030	19,468	11,827	46,325
Swine.....	7,428	9,448	4,061	20,937
Total.....	36,348	42,779	25,499	104,026

In Gaspesia there are 173,101 acres of land under crops and in pasture, which gives 1.64 acre per head of cattle and 1.84 head of cattle to every person, as the population consists of 56,860 souls In Compton, one of the richest counties in the pro-

vince, whose wealth is solely derived from agriculture and more especially from stock-raising, there are 147,874 acres of land under crops and in pasture; also 46,721 head of cattle making 3.16 acres for every head and 2.88 heads for every person, as the population is 19,581.

As may be seen, taking the population as a basis of comparison, there is nearly one hundred per cent. more cattle in Compton than in Gaspesia, and this explains the wealth of the former county on the one hand and the comparative poverty of the latter region on the other hand.

Another example will explain this still more clearly.

In the county of Compton, in 1881, the value of dairy produce amounted to $146,851.80 or $7.50 per head; in the county of Bonaventure, it was only $52,679.00 or $2.78 per head. In this item alone, there is therefore a difference against the farmers of Bonaventure of $4.72 per head and of $80,245.76 for the whole country. At the same rate, the difference is $268,379.20 for the whole of Gaspesia, where the soil and pastures are as good, if not better than in Compton.

All these facts clearly prove that the farmers of

Gaspesia might almost double the value of their products by devoting themselves to a greater extent to stock-raising. This statement may not perhaps have an immediate effect upon the inhabitants of that region, but it should convince immigrants who may wish to settle there that farming operations properly carried on would yield at least as much revenue and profit on the shores of the Baie des Chaleurs as in the finest part of the Eastern Townships, whose reputation as a rich agricultural region is so widely known.

CHAPTER IX

ROADS—SEA-PORTS AND NAVIGATION

Around the whole of Gaspesia runs a road which is in general superior to anything of the kind in any other part of the province of Quebec. It is a little hilly in some places, but it is very hard and as well suited for wheeled vehicles as a macadamized road. Nothing can be finer than that portion of this great highway which crosses the valley of the Metapedia, then runs along the

shores of the Baie des Chaleurs and of the Gulf of St. Lawrence as far as the village of Gaspé. We have travelled over it for six weeks at a time without feeling the slightest fatigue. The other portion, particularly the Maritime Road, is not so good, but it is nevertheless a good road for wheeled vehicles. In sparsely inhabited localities, the government itself sees to the road, which is always kept in very good order.

Besides this highway, there are several other roads in places, unfortunately too few in number, where settlements have penetrated into the interior and have withdrawn to a slight extent from the vicinity of the sea. These roads are also in good order and it may be asserted without fear of contradiction that with respect to its roads, Gaspesia is far ahead of nearly all the other parts of the province. The ground is so well snited to the purpose, so well drained, that all roads are good from the time they are opened.

At the present moment there is only one railway in Gaspesia, the Intercolonial, which runs through the Metapedia valley, north and south from the Saint-Lawrence to the Restigouche, a distance of about one hundred miles. The Baie des Chaleurs

railway, now under construction, will cross the southern part of the peninsula and connect Metapedia station, on the Intercolonial, with Gaspé Basin distant about 200 miles. The first link, about a hundred miles long, will have its terminus at the port of Paspebiac and will soon be in running order. The company which has undertaken to curry out the Work has amongst its directors some of the best financial and railway men in the country. For the hundred miles between Metapedia and Paspebiac, the Company has been given by the Quebec Government a subsidy of 1,000,000 acres of land and by the Federal Government $620,000 in money, which assures the success of the undertaking.

At the session of the Quebec Legislature held in 1883, a company was incorporated to build a railway in the northern part of Gaspesia " from a point on the Intercolonial between Rimouski and Metis, as far as or near Gaspé Basin, passing by Matane, Cap-Chatte and Sainte-Anne-des-Monts. This railway will be about one hundred and eighty miles long and will complete a net-work which will surround Gaspé and consist of above five hundred miles of railway.

But the inhabitants of Gaspesia have another means of communication which gives them great advantages, namely navigation. With their barges they can easily convey articles for short distances from one place to another and in the upper part of the Baie des Chaleurs, from their residences to the stations of the Intercolonial Railway which runs along the south shore of the bay as far as Bathurst. This means of transport is inexpensive and almost as rapid as if carried on by means of horses on ordinary roads. For longer distances, chiefly to the north shore and to the eastward, schooners are used which do a large trade in conveying produce and goods between these places and Quebec or the other commercial centres to which the products of Gaspesia are forwarded. This transport by means of schooners is also inexpensive and is within the reach of all the inhabitants of that region.

The trade with foreign countries, that is, the nine-tenths of the trade in fish, is carried on by means of vessels for Europe. These vessels generally load at Gaspé, at Percé and at Paspebiac which are safe and convenient ports, especially Paspebiac and Gaspé. The latter is at the bottom

of the bay of the same name and can easily hold a fleet of a thousand sail. There are also good wharves at Paspebiac, but the water is not so deep.

At Percé there are no wharves, but vessels can load and unload without difficulty in the road-stead. This can likewise be done in many other places, such as l'Anse-du-Cap, Port-Daniel, &c. There is a fine wharf at Carleton for light draught vessels and Tracadigèche Bay offers a safe and convenient harbour for vessels which draw too much water to allow of their being moored to this wharf. The Baie des Chaleurs is very safe and very easy to navigate, for navigation is carried on in the open sea and is not obstructed by any island, reef or other obstacle.

Two lines of steamers run to the various ports of Gaspesia: that of the Quebec Steamship Company and the line from Campbellton to Gaspé. The first, as its name indicates, connects the ports of the north-western part of Gaspesia directly with Quebec, Montreal and the towns of Nova Scotia. The other connects at Campbellton with the Intercolonial railway and runs to all the places on the Baie des Chaleurs as far as Gaspé. It receives a subsidy from the government for carry-

ing the mails. The steamer belonging to this line makes two trips a week going and returning and the Quebec line makes two trips a month, as far as Montreal. The small steamer *Beaver*, belonging to a Quebec merchant, also runs to the ports of Gaspesia and stops at nearly every place.

It is evident that there is no lack of means of communication for the inhabitants of Gaspesia and all these means are comparatively inexpensive. It is true that they can be used only for six or seven months in the year; but this inconvenience will disappear as the construction of the Baie des Chaleurs railway, which is now being carried on, progresses. Besides, there is always the Intercolonial which is available in summer or in winter, for the population of Gaspesia and affords it a regular means of communication with all the large cities of Canada.

CHAPTER X

TRADE—IMPORTS AND EXPORTS—TONNAGE OF THE VARIOUS PORTS—COUNTRIES WITH WHICH TRADE IS CARRIED ON

The trade of Gaspesia is registered at the ports of Gaspé, Percé and New-Carlisle or Paspebiac.

It is in these three ports and in the interior ports under their jurisdiction that all the imports and exports of the southern part of Gaspesia are entered. As those of the Northern portion are registered at Quebec or at Rimouski, it is next to impossible to distinguish them and to give complete and accurate statistics of the trade of the northern part, which is a considerable one, including as it does the exportation of lumber, fish, &c.

Since 1867, the table of the trade of Gaspesia shows a constant decrease which, however, is only apparent and is explained by well known facts. Before Confederation all the trade which was carried on between Gaspesia and Nova Scotia and New Brunswick was naturally classed under the heading of exports, as those two provinces did not then form part of the Dominion. Since Confederation, the customs regulations and commercial restrictions which existed as regards those provinces have been abolished and the entire trade carried on between them and Gaspesia has passed into the class of inter-provincial commerce, thereby decreasing by so much the account of imports and exports of the ports of Gaspé and of the Baie des Chaleurs. At the present time a large proportion of the fish which was exported direct

from those ports is forwarded to Halifax, where it is shipped in vessels which carry it to foreign countries, so that the quantity of these exports is in the registers of the ports of Halifax instead of being in those of the ports of Gaspesia. This also applies to imports.

There is another reason which has decreased, apparently, the amount of the imports and that is the establishment of lines of steamers and of the Intercolonial railway. In the first place there was the Quebec and Gulf Ports steamship company which for several years had three steamers engaged in the carrying trade between Quebec and the ports of the Baie des Chaleurs.

These new means of transport have made quite a revolution in the trade of a large portion of Gaspesia and at the present time nearly everything required for home consumption which used to be imported direct from foreign countries in the ports of Gaspé and New-Carlisle, are bought in Quebec, Montreal and Toronto and forwarded by water or by rail, thereby decreasing the amount of imports and outside trade. As much if not more business is done in Gaspesia as formerly, but it is done with the large cities of this country and does not appear

in the tables of imports at the ports of Gaspé and New-Carlisle.

This explains the apparent decrease in this trade as shewn by the following table.

	Gaspé		*New-Carlisle*		*Percé*		*Total*	
	Expor.	*Impor.*	*Expor.*	*Impor.*	*Expor.*	*Impor.*	*Export.*	*Impor.*
1868	224,214	75,675	292,744	117,296			516,958	192,871
1869	239,138	72,750	296,702	79,606			535,900	152,356
1870	318,427	112,236	260,395	133,232			578,822	245,468
1871	341,508	117,808	349,188	124,240			690,696	242,048
1872	413,397	131,803	363,131	131,373			776,528	263,176
1873	372,938	77,449	359,445	103,057	103,902	64,934	836,285	245,443
1874	393,765	45,437	337,859	99,867	87,488	39,744	819,112	185,078
875	336,481	50,262	325,529	106,131	72,490	54,321	734,590	210,714
1876	300,897	48,181	333,131	97,842	76,870	61,897	710,898	207,920
1877	443,826	50,692	391,212	97,843	120,820	61,265	955,858	209,000
1878	319,047	43,485	461,805	83,067	61,200	43,796	842,052	170,348
1879	313,821	31,260	416,187	99,117	75,828	39,039	805,836	170,416
1880	382,375	31,371	425,592	75,244	50,787	40,113	858,754	147,728
1881	343,114	24,600	401,634	69,782	28,786	14,524	773,534	108,906
1882	316,872	31,617	420,189	68,729	18,456	22,958	755,517	123,304
1883	254,827	35,217	378,720	52,074	43,839	30,706	677,386	117,998

The greater portion of these exports consists of fish. The details are not in the Tables of Trade and Navigation; but the following information supplied to the Department of Marine in 1871 and which apply exclusively to the Port of Gaspé show that fish forms the largest item of export.

Table of exports and of the number of inward

Table of exports and of the number of inward and outward bound vessels at the Port of Gaspé during the year 1871

From and to what country	Vessels inwards		Vessels Outwards		EXPORTS		
	Cargo	Ballast	Cargo	Ballast	Description	Quantity	Value
							$
United Kingdom	21	3	9	.....	Dried fish.....qtls	19,408	71,871
					Green fish.....bbls	435	1,343
					Fish oil.....gal	19,902	9,851
					Deals.....std	955	29,486
					Other lumber.....	.....	4,619
					Other articles.....	.....	3.908
British North American Colonies	4	5	3	.....	Dried fish.....qtls	40	160
					Lumber.....	.....	1,065
					Other articles.....	.....	436
British West Indies	7	.....	7	.....	Dried fish.....qtls	8,848	36 222
					Green fish.....bbls	445	1,114
					Lumber.....	.....	209
					Other articles.....	.....	2,086
United States	1	1	.....	.....	.....	.....	.....
Spain	3	.....	3	.....	Dried fish.....qtls	27,688	117,312
Portugal	8	.....	3	.....	do ..... "	14,275	57.000
Italy	.....	.....	16	.....	do ..... "	53,637	223,233
Brazil	2	1	.....	.....	do ..... "	18,276	80,535
Total	46	10	48	.....	Total.....	.....	$673,959

" The foregoing statement is believed to be as nearly as possible correct. The merchants and others have given all the information they could and the value affixed is the average value at Gaspé Basin.

" This, however, does not show the actual exports for the year, as, in addition to the fish, &c., exported to foreign ports, *a considerable quantity of fish is sent by our merchants to Halifax and is thence shipped during the winter to the West Indies and Brazil on their account* and again *a very large quantity of dry and green fish, cod and whale oil, &c., is sent to Quebec and Montreal.* Besides this (in consequence of several vessels bound hither being lost), it is estimated that at least 26,000 quintals of dry cod fish will remain in port during winter.

" With regard to the imports, it is difficult to procure many particulars ; but their value for this year may be fairly estimated at $132,000 and the amount would be larger had not a vessel with a general cargo for this port been lost at sea.

" Many articles, the consumption of which is large here, such as boots and shoes, cloth, ready made clothes, &c., which formerly were all im-

ported from Great Britain *are now almost entirely purchased in the Dominion.* Of the amount thus bought in Canada no estimate can be obtained, nor of the coasting trade generally, of which no record is kept at the Custom House. But two or three years ago the value of inward coasting at this port was over $286,000 and although at that time Nova Scotia and New Brunswick were not united to Canada, the imports from those provinces were of trifling importance and nearly the whole of the above amount was for articles the produce and manufacture of Quebec and Ontario, or goods imported by Canadian merchants."

Statement of Fish exported from New-Carlisle in 1871

Kind of fish	*Destination*	*Quantity*	*Value*	*Total value*
Dried Cod, qtls	Great Britain	6.913	$ 28,430.00	
do do	South America	28,212	126,860.00	
do do	Brazil	2,913	14,500.09	
do do	Bahia	1,463	64,500.00	
do do	Naples	8,981	3,410.00	
do do	Oporto	1,748	6,990.00	
do do	British W. Indies	16,158	42,529.00	
do do	United States	347	1,388.00	
	(66,735 qtls)			$261,607.00
Green Cod, do	Barbadoes	2	10.00	
do do	Naples	24	120.00	
do do	South America	4	18.00	
do do	Oporto	2	12.00	
do do	Great Britain	563	2,393.00	
	(595 qtls)			2,553.00

Kind of fish	*Destination*	*Quantity*	*Value*	*Total value*
Salmon, Bbls	....United States.....	2	32.00	
do do	....Barbadoes.....	2	20.00	
do do	....Great Britain.....	3	45.00	
	(7 Bbls)	———	———	97.00
Herring, do	....Great Britain.....	1,734	5,230.00	
do do	....Naples.....	350	1,050.00	
do do	....South America.....	181	545.00	
do do	....British W. Indies...	469	1,408.00	
do do	....United States.....	2,643	5,288.00	
	(5377 Bbls)	———	———	13,521.00
Smoked herring. Bbls...	United States	18	5.00	
		———	———	5.00
Fish oil, gals...	Great Britain.....	35,828	17,821.00	17,90.00
Seal skins Number	.....	80	80.00	———
		———	———	$295,648.00

We will complete these data by a table of the Trade and Navigation for the period between 1868 and 1883 inclusively.

	GASPÉ				NEW-CARLISLE				PERCÉ			
	Inwards		*Outwards*		*Inwards*		*Outwards*		*Inwards*		*Outwards*	
	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons	No.	Tons
1868	39	5,105	31	3,315	48	6,568	53	6,491				
1869	43	6,339	40	5,361	24	7,452	61	8,083				
1870	58	6,894	54	6,626	66	8,712	64	7,468				
1871	54	7,847	46	6,890	59	7,983	66	8,432				
1872	58	8.322	50	7,831	55	8,528	70	6,312				
1873	46	8,861	46	7,313	58	7,891	77	9,818	18	2,089	11	1,171
1874	41	8,883	47	9,179	42	7,900	52	9.255	18	1,578	10	1,070
1875	40	9,109	42	11.471	39	6,470	55	9,143	8	863	8	862
1876	38	8,044	34	7,769	45	6.320	54	7,257	13	2,511	9	1,599
1877	42	10,802	43	9,717	45	6,180	57	8,310	17	2,641	13	2,696
1878	34	5,759	34	6,079	55	9,150	72	12,098	14	1,876	8	891
1879	35	4.926	36	5,008	55	10,153	66	11,408	9	751	8	765
1880	38	7,858	40	7,586	38	5,892	47	6,644	15	1,913	7	718
1881	32	7.363	42	7,953	31	6,395	55	9,660	14	1,624	7	664
1882	32	6,466	38	8,208	37	5,937	64	11,286	11	1,700	4	701
1883	00	2,932	20	6,702	33	5,973	55	8,944	21	7,200	7	2,077

Percé was made a port of entry only in 1873.

These figures only apply to vessels going to or coming from ports outside of Canada. The coasting trade at the three ports in question is much more considerable as may be seen by the following table for the year 1882.

Table of vessels employed in the coasting trade at the Ports of Gaspé, Percé and New-Carlisle :

In transit	*Number*	*Tonnage*	*Coasters* (No)	*Registered tonnage*
STEAMERS				
Arrivals....	88	36,104	124	44,217
Departures..	73	20,093	32	47,770
Totals...	161	66,197	256	91,987
SAILING VESSELS				
Arrivals....	120	6,487	204	4,349
Departures..	[illegible]	5,068	96	9,559
Total...	239	11,555	400	20,916
Steamers.....	161	66,197	246	81,987
Grand Total. .	400	67,752	656	112,903

By adding the coasting trade to that with foreign ports, we have the following figures for the shipping trade of the three ports of Gaspé, Percé and New-Carlisle.

	Number of vessels	*Tonnage*
Arrivals.....	616	113,330
Departures.....	626	111,683

These various tables clearly show that the trade of Gaspesia is in reality a considerable one and

yet exports properly speaking consist only of fish. It is true that there are some mixed cargoes of fish, shingles, grain and other articles exported to the West Indies. These cargoes nearly always find a ready and renumerative sale on the markets where they are sent. The small vessels which carry on this trade bring a return cargo of molasses, sugar and other West Indian products which are generally consigned to Canadian ports. It is evident that all these return cargoes would be landed at Gaspé and New-Carlisle if these ports were connected by rail with commercial centres in the interior. Such a road connecting the Intercolonial in the vicinity of Metapedia and Campbelltown would also, as an inevitable result, create an immense export trade from the port of Gaspé and especially New-Carlisle, as will be seen further on.

CHAPTER XI

THE PORT OF PASPEBIAC—THE BAIE DES CHALEURS RAILWAY—ITS IMPORTANCE WITH REGARD BOTH TO COMMERCE AND TO COLONIZATION

The want of a permanent winter port, that is a port open to navigation both in summer and in

winter has been the principal difficulty against which the Province of Quebec has had to contend in endeavouring to secure the transit trade.

During the summer season the Saint-Lawrence route is unrivalled and by far the most advantageous for the exportation of the agricultural produce of the West; but as soon as winter comes the ports of Quebec and Montreal are blocked with ice and the large quantities of grain brought down by rail from the West have to be taken through the United States to be shipped across the ocean from American ports. This means that our railways lose a considerable amount of the traffic from the West, because our province has no port accessible in winter both by rail and by water.

Now, such a winter port exists in the Baie des Chaleurs at Paspebiac and in order to derive every benefit from it, all that has to be done is to build about a hundred miles of railway. Contrary to the present mistaken—but unfortunately too widespread idea—the Baie des Chaleurs, which might be called the Mediterranean of Canada, offers no serious obstacle to navigation during winter, at least as regards the province of Quebec. As far as Paspebiac and even further west, the surface

of the sea is always free from ice and offers no hindrance to the progress of a vessel, particularly if propelled by steam. There is no ice in the gulf between the Baie des Chaleurs and Newfoundland in sufficient quantity to impede navigation. A steamer can at any time of the year make the trip from Paspebiac to Liverpool without difficulty.

We would recommend those who might have any doubt on the subject to read the report made in 1874 by a special committee appointed "to inquire as to the best and most direct route for the conveyance of mails and passengers between Canada and Europe, and the possibility of finding on the shores of the Dominion a harbor, accessible both in winter and in summer, to be the terminus of such shortest route."

The chairman of this committee was the Honorable Mr. Robitaille, the late Lieutenant Governor of Quebec, and then member for Bonaventure. After hearing the evidence of witnesses selected from amongst the most competent authorities, the committee made the following report respecting Paspebiac :

"Paspebiac Harbour, situated on the North side

of the Baie des Chaleurs, offers all the advantages of a first class harbour and is, as the evidence shows, open and approachable from the Gulf at all seasons of the year.

" In examining into the merits and demerits of Paspebiac Harbour, your committee deemed it advisable to elicit all the information possible regarding the navigation of the Gulf of St Lawrence.

" It appears from the evidence of Col. Farijana, based upon careful hydrographical examinations, that the Southern and Western portions of the gulf are perfectly navigable at all seasons of the year.

" It has been shown to your committee that that Arctic ice which is carried into the Gulf through the strait of Belle-Isle, strikes the North East of Anticosti with a velocity of current of half a mile per hour; that the ice from the river Saint Lawrence is borne upon the Southern shore of the same island with a force of current of two miles per hour; and that the stronger current from the river forces the Arctic ice towards the Western shore of Newfoundland, thus leaving, as we have stated, the Southern and Western portions of the gulf safe for navigation."

The evidence of Col. Farijana is positive and highly favorable to the port of Paspebiac.

He says that "the Gulf of St. Lawrence being navigable at all seasons, it is evident that Paspebiac is the most convenient port. It is nearer the large centres of Canada than either Halifax or Louisbourg. It is preferable from a commercial point of view, because transport by rail would be shorter and consequently less expensive."

Col. Farijana's evidence it not based only on theoretical studies, but also on practical experience. He has, in fact, navigated the Gulf of St. Lawrence and the Baie des Chaleurs during winter. During the Trent affair in 1861 he passed a winter in the capacity of hydrographic engineer on board a man-of-war which the American government sent to cruise in the gulf during the winter in order to prevent Southern privateers from taking refuge there and running out to attack Northern merchant vessels. The ship to which Col. Farijana was attached found no more difficulty in cruizing about the Gulf in winter than in summer, which clearly shows that the imaginary difficulties which are sometimes spoken of are visions which can be easily dispelled. It was for a long time asserted

that navigation in summer was impracticable, but experience has shown the absurdity of such an assertion and the twenty-two lines of steamers, to say nothing of the sailing vessels, which ply between the ports of Europe and those of Quebec and Montreal are sufficient proof that the Gulf of St. Lawrence is not only free from obstacles, but is one of the finest ocean routes which can be imagined. And yet the Baie des Chaleurs is still easier to navigate. It has no islands, no reefs and no shoals ; a vessel can everywhere approach without danger to within a short distance of the shore and sail about as in the open sea with the advantage that the winds and waves are not so high. By taking the Baie des Chaleurs route, one avoids the dangerous currents of the Bay of Fundy, Cape Sable and other dangerous spots which strew with wrecks the line followed by vessels trading to American ports. This consideration alone should prove the superior advantages of the Baie des Chaleurs route.

But there is another still more important one : the shortening of the distance between the ports of Great Britain and those of Canada. Taking Montreal as a point of comparison, we have the following results :

From Liverpool to Paspebiac, navigation...	2,500 miles		
From Paspebiac to Metapedia, by the Baie des Chaleurs Railway, under the construction.....	101 miles		
From Metapediac to Chaudière Jonction, by Intercolonial.....	234 "		
From Chaudière Jonction to Montreal, by the Grand-Trunk.....	163 "	568 miles	
From Liverpool to Montreal, *via* Paspebiac..		3,068 "	
From Liverpool to Halifax, navigation.....		2,480 miles	
From Halifax to Chaudière Jonction, by Intercolonial.....	680 miles		
From Chaudière Jonction to Montral, by the Grand-Trunk.....	163 "	843 miles	
From Liverpool to Montreal, *via* Halifax..		3,323 "	
From Liverpool to Portland, navigation....		(1) 2,796 miles	
From Portland to Montreal, by the Grand-Trunk.....		297 "	
From Liverpool to Montreal, *via* Portland..		3,093 miles	

That is to say that the Paspebiac route is 25 miles shorter than that of Portland and 255 miles shorter than that of Halifax.

Taking the average speed of steamers and passenger trains, we get the following :

	Hours of navigation	Hours by rail	Total
By Paspebiac	156.25	22.75	179.00
" Portland	174.75	12.00	186.75
" Halifax	155.00	33.75	188-75

(1) This is the distance given by Fleming.

The Paspebiac route is therefore 7.75 hours shorter than that by Portland and 9.75 hours shorter than that by Halifax, which is quite an important item with regard to the mails and passenger service.

The port of Paspebiac consequently occupies an exceptionally advantageous position in every respect and it is of the greatest importance that it be placed in constant communication, both in winter and in summer, with the large cities of Canada so as to enable the Canadian roads to retain the trade which is flowing towards American ports. To do this all that is required is to build the link formed by the Baie des Chaleurs Railway, a hundred miles in length, between Paspebiac and Metapedia.

This Baie des Chaleurs road is absolutely necessary both for the transit trade and the interprovincial trade and its construction will meet a pressing and long felt want.

It will open a new sea-port to the western provinces and above all it will bring to the markets of Quebec, Montreal, Toronto and Winnipeg the varied products of the Baie des Chaleurs, the Mediterranean of Canada. At the present moment

a considerable portion of the sea-fish consumed in the provinces of Quebec, Ontario and Manitoba comes from the United States. In 1882 these imports amounted to 7,509,253 pounds or 3,753.55 tons and to $288,559 for the three provinces. These imports were distributed as follows amongst the three provinces :

		Ontario		*Quebec*		*Manitoba*	
Codhaddock.							
ling....	1,691,716 lbs	$74,396	3,187,480 lbs	$122,299	104,660 lbs	$2,598
Herring..	658,199 "	15,296	88,727 "	2,643	40,869 "	1,139
Mackerel,	133,885 "	4,787	19,963 "	966	49,969 "	1,766
Other fish	0,577 "	515	.....	.....	1,286 "	182
Lobster...	5,806 "	398	145,248 "	4,361	8,838 "	844
Salmon...	225,309 "	21,761	97,346 "	10,506	39,275 "	3,112
Total...	3,723,492 "	$117,153	3,538,764 "	$61,405	244,897 "	$8,001

A great part of this fish is caught in our fishing grounds and taken to the American markets whence it is shipped to ours. Why should we not ourselves reap the profits of this trade ? Fish of all kinds and especially salmon is found in abundance in the Baie des Chaleurs and in the waters which surround Gaspesia ; all that is wanted is a means of rapid transport. When the Baie des Chaleurs Railway is connected with the Intercolonial, we will have such a means of transport and will be able to carry on this trade ourselves, increase it and supp ly ourselves at a lower rate with fresher fish and of a better quality. This railway is chiefly required for

forwarding the great quantities of dry and salt fish which will be required for the consumption of the ever increasing population of Manitoba and the North-West. Before many years our fishermen in Gaspesia will find in those regions a great and profitable market. This will make up for the ground they are losing to a slight extent on certain European markets, where the Norwegian fishermen who have learnt in the last few years to cure cod properly, are commencing a competition with them in which they have great difficulty in holding their own. As soon as the railway opens this market to our fishermen, it will be easy to keep it supplied, for our fisheries are inexhaustible and can be made to yield much more than they do at present.

From this point of view, the Baie des Chaleurs Railway is an undertaking of an entirely national character. In the first place it will give a new impetus to our fisheries and in the second it will bring a considerable amount of traffic to the Intercolonial and Canadian Pacific, two lines which have been built at the expense of the government as national undertakings.

The future of the finest portion of Gaspesia depends on the construction of this railway. In

America, colonization progresses only with the development of railways and the region surrounding the Baie des Chaleurs and Gulf of Saint Lawrence between Metapedia and Gaspé, favored as it is both as regards soil and climate, forms no exception to this inevitable law of progress. Let the Baie des Chaleurs railway be built and before many years Gaspesia will have a population of 100,000 souls; its forest and agricultural riches will be turned to advantage and furnish a large contingent to the export trade, commercial centres will be established, progress will make itself felt everywhere and Gaspesia will take the place it should occupy amongst the most flourishing regions, not only of the Province of Quebec, but even of Canada.

Hitherto the agricultural population of the Baie des Chaleurs has been increased only by the excess of births over deaths and it can barely count a few hundreds of farmers who have not been born in this country. But it will be very different when a railway will run along the sea-shore. All the fine lands which it will cross will be better known, agricultural produce will be shipped at all seasons of the year, summer and winter, and agriculture will then offer so many advantages that it will

not fail to attract a great many settlers from other countries. Immigrants from Europe will be able to go there with the greatest ease and when the first are settled they will, beyond doubt, form a nucleus which will be increased in great part by their relatives and friends. The success with which they are sure to meet will offer an irresistible attraction for others. What is now going on along the Intercolonial in the valley of the Metapedia shows what will happen in the richer and better favored region through which the Baie des Chaleurs Railway will run.

Before many years New-Carlisle will become one of our principal sea-ports, both in summer and winter, and then the Baie des Chaleurs Railway will be, beyond doubt, one of the most important lines in the province. It is but a question of time.

CHAPTER XII

CIVIL AND RELIGIOUS ADMINISTRATION—CHURCHES SCHOOLS

For the purposes of civil administration, Gaspesia is divided in judicial districts, county and local municipalities.

Each of the counties of Bonaventure and Gaspé constitutes a judicial district separate from that part of the region comprised within the limits of the county of Rimouski. The county seat of Gaspé is at Percé, where the court-house is situated and where all the officers of the court reside. The *chef-lieu* of the district of Bonaventure is at New-Carlisle. It must be said to the praise of the the Gaspesians that they do not give much occupation to the officers of justice either civil or criminal, for all the law business done in Gaspé and Bonaventure barely suffices to provide a modest living for five or six lawyers.

The affairs of the county municipality are managed by the county council, composed of the mayors of all the local municipalities. The president of the council is the warden of the county. The council sits but seldom and considers only matters which are of general interest to the county. There is a council for each of the counties of Bonaventure and Gaspé and the remainder of Gaspesia is under the administrative control of the county council of Rimouski.

The affairs of a local municipality, that is to say, the municipality of a township or parish, are

managed by seven councillors, the president being called the mayor, elected by the rate-payers of the parish or township. This council attends to the roads as well as to all matters of police and local administration. In 1880 there were twelve local municipalities in the county of Bonaventure and sixteen in that of Gaspé.

The management of the schools is under the control of the school commissioners and trustees who collect the school taxes and attend to every thing which concerns the schools. These commissioners and trustees are elected by the rate-payers who have thereby an indirect control over the moneys which they pay for educational purposes.

In Gaspesia as in all other parts of the province of Quebec, primary education is obligatory in this sense that all citizens are obliged to contribute to the support of the schools by means of a small tax levied on their properties and yielding an amount equal to the school grant given by the government to each municipality. Every father of a family is further bound to pay a monthly contribution varying from twenty five to forty cents for each child between seven and fourteen years of age, whether he attends school or not.

The public funds voted for education are distributed in proportion to the population and to the number of children attending each primary school or other educational institution. A sum of eight thousand dollars is set apart every year for the support of schools in poor municipalities, so that persons who can command but the necessaries of life are not troubled for their school contributions.

In places where the religion of the population is different, the religious majority governs. If the minority be not satisfied with the management of the schools, in so far as it is specially concerned, all it has to do is to select three trustees to govern its schools and inform the chairman of the commissioners that it dissents. From that moment the schools of the minority are called dissentient schools and the trustees are vested with the same powers with regard to them as the commissioners have with regard to those of the majority. Nevertheless the commissioners continue to levy the contributions from the whole municipality, but have to pay over to the trustees the amount collected from the dissentient rate-payers as well as a portion of the public grant proportionate to their number

Thanks to these safeguards the minority, whether it be Catholic or Protestant, need never fear any oppression or that the most perfect harmony should cease to exist between the various creeds.

The receipts of the school commissioners are derived from three sources : the taxes, the monthly contributions and the government grant. The taxes are levied upon real estate ; the monthly coutribution is a tax paid by each child able to attend school. These taxes are almost insignificant as may be seen by the following figures showing the amount of school receipts derived from each source of revenue :

	Bonaventure	*Gaspé*
Taxes	$10,595 80	$10,420 67
Monthly contributions	2,463 39	547 55
Government grant	3,823 29	1,918 29
	$16,887 48	$12,886 51

These two amounts added together make $29,773.99, but only $24,032.41 was paid by the rate-payers : $13,064.19 by those of Bonaventure and $10,968.22 by those of Gaspé. These various sums were expended in supporting 139 schools, 105 Catholic and 34 Protestant, attended by 600 children. All these figures are taken from

the Report of the Superintendent of Education for the year 1881-82. It is impossible to give details for that part of Gaspesia comprised within Rimouski, as the report gives only the totals for the whole county.

In any case, the foregoing details show that there is no lack of means of acquiring primary education in Gaspesia, for there is one school to every 43 pupils and education does not cost the inhabitants very much, as they pay only 52 cents per head in Gaspé and 69 cents per head in the county of Bonaventure, where the schools are very well kept, thanks to the zeal of the inhabitants for every thing connected with the education of their children.

With regard to religious matters, the Catholic parish priests receive as tithes the twenty sixth part of the cereals and potatoes in certain localities. Gaspesia forms part of the diocese of Rimouski, the see of Bishop Langevin whose cathedral town is Rimouski. The Catholic clergy of Gaspé comprises about one hundred priests. The Protestant ministers are supported by contributions from the members of their congregations and by grants from certain associations formed

in the large cities for the purpose of assisting congregations which are too poor or not sufficiently numerous to support a minister by themselves.

All this goes to show that both with Catholics and with Protestants the expense incurred for religious purposes amounts to comparatively little.

The census of 1881 gives the following division of the people of Gaspesia with respect to their religious belief :

	Bonaventure	*Gaspé*	*Rimouski*	*Gaspesia*
Catholics.....	13,877	17,755	16,725	48 357
Church of England...	2,173	2,536	15	4,724
Methodists.....	132	319	147	598
Presbyterians.....	2,678	43	365	3,078
Various denominations	56	32	15	103
	18,908	20,685	17,267	56,860

The Catholics therefore form 85 per cent. of the total population.

All the above data show that, as regards civil and religious administration, Gaspesia enjoys a complete organization which leaves nothing to be desired. The European who settles in that region, so highly favored by nature, is sure to find every thing he requires to cause his rights to be respected, to practice his religion and educate his children.

CHAPTER XIII

LAND FIT FOR SETTLEMENT—MODE OF PURCHASE FREE GRANTS

We have seen that Gaspesia is a territory of 10,783.73 miles or 6,900,941 acres in area. Out of all this there were in 1881, according to the census, only 666,115 acres occupied and 174,306 acres under cultivation ; this would leave 6,234,-826 acres still unoccupied and 6,260,685 acres for cultivation. There remains, therefore, sufficient room for a population of 100,000 more, even after deducting all the land which is not suitable.

The price of government lands varies from twenty to thirty cents per acre. *The conditions of sale are the same for the immigrants as for the Canadian settler* and the formalities to be accomplished are very simple.

Every person who wishes to purchase a lot of land must apply in person or in writing to the Crown Lands agent of the locality in which he wishes to settle and deposit in his hands one

fifth of the price of the lot. Thereupon the agent delivers him a conditional deed of sale under his official signature.

The principal conditions of the sale are the following : To pay on account one fifth of the price and the remainder in four equal and annual instalments ; to take possession of the land within six months from the date of sale and from that time continue to reside on and occupy the same, either by himself or through others for at least two years ; within four years clear and have under crop at least ten acres for every one hundred acres and erect thereon a habitable house of the dimensions of at least sixteen by twenty feet.

The sale is considered complete only when all the above conditions have been fulfilled and it is then ratified by means of Letters Patent which are delivered to the settler without cost. These Letters Patent cannot in any case be issued before the expiration of two years of occupation, nor before all the above conditions are fulfilled, even if the price of the land be paid in full.

It is the duty of the agents to give information to the settlers as to the different kinds of land within their agencies and to sell the lots, at the

price fixed by government, to the first applicants for them.

Not more than two hundred acres can be sold to the same person, but a father of a family can buy lots for his sons.

The government free grant lands are situated along the four great highways which afford a good means of communication for the settlers.

These roads are:

1. *The road from Matane to Cap Chatte*, which runs along the south shore of the Gulf of St. Lawrence and crosses the townships of Saint Denis, Cherbourg, Dalibaire, Romieu, in the county of Rimouski, and the township of Cap Chatte, in the county of Gaspé. Along this road there are 2,089 acres of free grant lands. The agent in charge is Mr. George Sylvain, of Rimouski.

2. *The Maritime Road*, which is the continuation of the preceding one and goes as far as Fox River. This road crosses the Seigniory of Saint-Anne-des-Monts, the townships of Tourelle, Christie, Duchesnay, the seigniory of Mont-Louis, the township of Taschereau, the seigniory of La Madeleine, the township of Denoue, the seigniory of

Grande-Vallée des Monts, the township of Cloridorme, the seigniory of l'Anse-de-l'Etang, the township of Fox River, all in the county of Gaspé. Along this road there are 18,750 acres of free grant lands. The agents to whom application must be made are Mr. W. H. Annett, at Gaspé Basin, and Mr. Louis Roy, at Cap Chatte.

3° The *Kempt Road*, which starts from the Ristigouche River, crosses the townships of Ristigouche, Assemetquagan, Casupscul, Lepage, the seigniory of Metapedia, and the township of Cabot and ends at the Saint Lawrence at Metis. Along this road there are 17,719 acres of free grant lands. The agents to whom application must be made are Mr. George Sylvain, at Rimouski, and Mr. Wm. Maguire, at New-Carlisle.

4° The *Metapedia Road*, which starts from Sainte-Flavie, on the Saint-Lawrence, crosses the township of Cabot, the seigniory of Lake Metapedia, the townships of Lepage, Casupscul, Assemetquagan and Ristigouche and ends at the confluence of the Rivers Metapedia and Ristigouche. Along this road there are 12,806 acres of free grant lands. In order to obtain them application must be made to Mr. George Sylvain, agent at

Rimouski, and Mr. Wm. Maguire, agent at New-Carlisle.

The number of acres to be given as free grants is at present 51,762 and the lieutenant governor in council can increase it if necessary. The Crown Lands agent for the district is obliged, as long as any free grant lands remain at his disposal, to grant a permit of occupation for one hundred acres to every one who applies for it, provided he be of the required age, that is eighteen years. Within one month from the date of such permit, the grantee is obliged to take possession under penalty of forfeiting his right. At the expiration of the fourth year of his being in possession, if he has erected a habitable dwelling on his lot and has twelve acres of land under cultivation, he is entitled to Letters Patent without cost and becomes full owner.

The land offered for sale and already surveyed at the expense of the government forms an area of 1,066,453 acres, that is 373,587 acres in the county of Rimouski, 248,132 acres in the county of Gaspé and 444,734 acres in the county of Bonaventure. These figures are taken in the *Guide du Colon*, edition of 1880, published by the Crown Lands Department.

These lands in Gaspesia, chiefly in the region adjoining the Baie des Chaleurs, offer very great advantages to the Canadian settler and to the European immigrant. This fact is established by M. Alexander J. Russell one of the most competent and best informed of authorities. He says :

" The County of Bonaventure, on the Baie des Chaleurs, and the Restigouche country lying chifly in the Province of New Brunswick, *from their superior soil and climate,* but especially on account of their admirable position for communication with Europe, are as advantageous for settlement as the Eastern Townships, and nearly equal to the better parts of the Ottawa Country.

" The soil of the County of Bonaventure is a rich warm loam, free from stones, even on the table lands on the mountains ; and is unarable only where too steep to be ploughed. It yields heavy crops of spring wheat and of oats (1) and barley, much superior in quantity to the acre, and in quality, to those raised in counties on the St. Lawrence.

(1) The average weight of is 43 pounds per bushel, measured.

"The coast of Gaspé is similar in soil. Its fisheries are very valuable.

"I found the interior, through to the St. Lawrence, on the route afterwards adopted by Major Robinson as a line for the Intercolonial Railroad, to be generally an arable fertile country, judging from having had a hundred miles of it dug over in road making.

"This is the most healthful and romantic land within the compass of the Dominion. It has a winter temperature ten to fifteen degrees warmer than that of Quebec; and in summer its rich valleys and high swelling hills are fanned by the fresh breezes of the sea.

"Its rivers are uninterruptedly navigable by large scows drawn by horses from their mouths nearly to their sources; and freight from its ports to Europe costs about a dollar a ton less even than from Quebec; and every enterprise of sea and land is open to the settler on its shores."

The deeds of sale of these lands contain the following conditions:

1. The purchaser to take possession of the land within six months from the date of the sale and from that time continue to reside on or

occupy the same either by himself or through others for at least two years; 2° within four years at the furthest clear and have under crop at least ten acres for every one hundred acres and erect thereon a habitable dwelling of at least sixteen by twenty feet; 3° no timber to be cut before the issuing of the Patent, except for clearing of the land, fuel, buildings and fences; all timber cut contrary to these conditions will be dealt with as timber cut without permission on public lands; 4° no transfer of the purchaser's right will be recognized in cases where there is default in complying with any of the conditions of sale; 5° in no case will the patent issue before the expiration of two years of occupation or the fulfilment of the whole of the conditions, even though the land be paid in full; 6° the purchaser to pay for any real improvements existing on the land belonging to any other party; 7° the sale is made subject to current licences to cut timber.

These conditions are very liberal and when settlers are in good faith and industrious, the government gives them every possible facility to enable them to fulfill them and is not very exacting as to punctuality in the payment of the instalments

of the purchase money. It is therefore very easy to settle on a large estate in Gaspesia. Thus, for instance, a father of a family who has two grown up sons can take a lot of six hundred acres, two hundred for himself and as much for each of his sons, for $180 or $200, the land being sold nearly everywhere at from 20 to 30 cents per acre. In places where there are free grant lands, he can get the property for nothing. And these lands are fertile and very easy and profitable to cultivate.

"The counties of Gaspé and Bonaventure," says Commandant Lavoie, "should certainly be now the wealthiest ones in the country, had both the rich merchant and the poor fishermen understood formerly, as well as they do now, how important not only to themselves but to the whole country, was the cultivation of land where the soil was so fertile and so easy of culture from the facilities of procuring manure. The population of this part of the country *where a large family can subsist on the produce of ten acres* whilst one hundred would be requisite near the cities, are mainly poor in consequence of their dislike to farming. Experience will show them that by means of agriculture, they can become rich and independant."

In his report for 1876, he adds :

" This region with a coast line of two hundred and twenty four miles, offers throughout the greatest possible advantages to fishermen. The soil which is equal to the best that can be found in our country, possesses advantages which cannot be found elsewhere and the settler can find an abundance of food in the soil as well as in the sea and become wealthy in a few years, if he only knows how to properly divide his labour and his operations."

In effect, if theGaspé settler proceeds methodically and divides his time properly between farming and fishing, so as to practise the latter only when agriculture and farm labour do not call for his time and work, he can make a good deal of money in a very short time. A great many fishermen who neglect their fields do not obtain from them what they require for their livelihood and thereby are compelled to spend the entire proceeds of their fishing. But if they paid more attention to their farming, they would live in comfort and what they would earn by fishing, when there is no farm work to be done, would be so much profit which they could put by year by year and

thus accumulate quite a little fortune. A hard-working and intelligent farmer can make yearly from $250 to $350 by fishing in the summer and autumn without neglecting his farming in the slightest degree.

No other place offers as many advantages to the Canadian settler and to the immigrant from Europe. There is in Europe a class of persons who would get on very well in Gaspesia; they are the people who inhabit the coasts of Ireland and Brittany and who live by farming and fishing, both of which they thoroughly understand. Still they only cultivate land which is more or less sterile and of limited extent while their fisheries are nothing compared to those of Gaspesia. The skill and labour which rarely supports them where they now are, would enable them out here to live in abundance and acquire in a short time a respectable patrimony. It is always sad to have to leave one's country; the recollections of one's forefathers, family traditions are so many ties which it is painful to have to sever; but if they only look to the future and reflect upon the benefits they can procure for their children by abandonning their inhospitable coasts and settling in the region

of Gaspesia so rich in natural resources, these hardy people will soon make their choice and reconcile themselves to the sacrifice.

They will be received with open arms like brothers by our inhabitants of Gaspesia, whose mildness and peacefulness, honesty and generous hospitality are almost proverbial. They are as good to strangers as to their own people and an honest man is always heartily and cordially welcomed by them, whatever may be his language, his nationality or his religion.

CHAPTER XIV

HOW AND WHEN TO GO TO GASPESIA

From Nova-Scotia, New-Brunswick and the western part of the province of Quebec, it is very easy to reach Gaspesia, especially during the season of navigation. As we have already seen, several lines of steamers run there. From Quebec there are the steamers of the Quebec steamship company which run every fortnight from Montreal and Quebec to Metis, Gaspé, Percé and other ports on the Baie des Chaleurs.

The *Beaver*, which belongs to Mr. Alexander

Fraser, also runs between Quebec and all the ports of Gaspesia especially those of the Baie des Chaleurs, whence it goes to Paspebiac. The fare by these two lines is very low. One can also go almost at any time from Quebec to any port of Gaspesia by schooner for a trifle.

The Intercolonial railway which runs from Quebec to Halifax and Saint-John, the two great sea-ports of Nova-Scotia and New-Brunswick, crosses the western part of Gaspesia, which can be easily reached by it at any time of the year. It is a first class railway in every respect and its management, by the Canadian government, leaves absolutely nothing to be desired. At Campbellton (it is now at Dalhousie) this road connects with a line of steamers subsidized by the government and which runs to all the places on the Baie des Chaleurs and as far as Gaspé. By this route one can reach any of those localities in a short time and at small expense. For places in the northern part of Gaspesia, it is necessary to leave the railway at Rimouski or Metis and drive to one's destination.

The voyage from Europe to Gaspesia is of the easiest. Several lines of steamer ply bet-

ween the ports of Great Britain and those of Quebec and Halifax. The best lines are the Allan and Dominion, which have agencies in Paris, as well as in all the principal cities of England, Ireland, Scotland. The steamships of the *Allan* line start from Liverpool and Glasgow, generally stopping at Londonderry, and proceed direct to Quebec in summer and to Halifax in winter. From these two ports immigrants can reach Gaspesia by the routes we have just mentioned. The *Dominion* steamships also run between Liverpool and Quebec in summer, so that during that season they offer the same advantages as the Allan line for immigrants who wish to settle in Gaspesia. The passage from English ports to Quebec or Halifax only lasts about ten days at the most and on both these lines deck passengers, like the others, receive every care and attention. On the arrival of the steamships at Quebec and Halifax, the passengers baggage is taken from the wharf to the nearest railway station at the cost of the companies and without any expense to the passengers. By law the latter are allowed to remain on board for forty eight hours after the arrival of the vessel in the port, unless it has a contract for transporting the mails or has to continue its voyage in order

ro reach its destination. The captain is obliged to land the immigrants and their baggage at a suitable landing-place in the city between sunrise and sun-set and free of charge.

The immigrant should reach Gaspesia at the commencement of Spring. It is then that the fishing begins and if he has no other means of subsistence, he can hire a boat and the necessary nets and gear fro n the large houses which carry on the fish trade. They will also advance him, on the anticipated proceeds of his fishing, what he may require for the subsistence of himself and family. While fishing he can, if he be active and industrious, select a lot of land and make a clearing which he will sow in the following spring. This will be of assistance to him and enable him to build a small house which will complete his establishment. And living is so easy and so cheap in Gaspesia. An acre of land in which vegetables and potatoes are sown will meet the wants of a large family and the sea is always there with its splendid fish of all kinds to supply its contingent of food for a family. Vegetables, potatoes and excellent fish in abundance form quite an extensive item and the immigrant can procure them all with but little labour. During winter he can

make a boat, nets, &c., for himself and twelve or fifteen months after he will be almost as well off and as well settled down as many of the people who were born in the country or have lived there for a long while. In any case he is sure to find in the fisheries enough to support his family comfortably, as soon as he arrives.

CONCLUSION

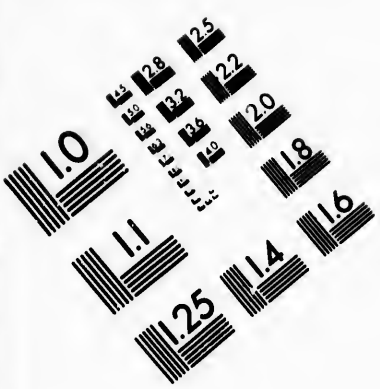
All the information given in these notes has been collected with the greatest care and things are represented exactly as they are. The data above given clearly show that Gaspesia offers to the immigrant undeniable advantages and the prospect not only of being able to live comfortably as soon as he arrives, but of acquiring a respectable patrimony within a short time, of securing the future of his children and even of becoming wealthy. How could it be otherwise when the country abounds in resources and riches of all kinds? The soil is everywhere fertile and easy to cultivate and as Commandant Lavoie very properly says, equal at least to the best land in the country. The forests have also their wealth and afford every opportunity of carrying on a large and profitable undertaking. The fisheries are

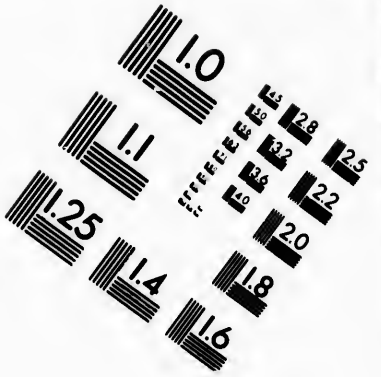
abundant, easily prosecuted, open to all with their products which are sure of a market ; they afford a revenue as sure as that derived from agriculture and which for more than a century has supported the greater portion of the population and enabled the merchants who trade in fish to accumulate millions.

In every respect, no country can be found richer than Gaspesia, especially the region about the Baie des Chaleurs. The roads are good, the means of transport easy and inexpensive, the climate healthy—there are not ten physicians in the whole of Gaspesia—mild and one of the best suited for agriculture ; the scenery is beautiful ; there are churches and schools, a civil and religious administration which leaves nothing to be desired; a peaceful, moral, honest and sympathising population, in a word every thing necessary to make life pleasant and easy. Can any thing more be desired ? What country can offer greater advantages to the European immigrant ! We have often read the works of travellers which tell of the hard life lead by a large portion of those who inhabit the coasts of Britanny, of Ireland and of Scotland. We admire their energy and we cannot help thinking how those people would

be happy and successful in Gaspesia, where they could devote themselves with much more profit to their favorite occupations.

If these notes should come into their hands, it may perhaps lead them to the same views and induce them to come to the fine country which we would like them to know. If so, our end would be attained, for it is for them that this little book is written. Let them come and they will be received like friends and brothers by our good people of Gaspesia. Happiness, comfort and prosperity will be their portion and the future which they will prepare for their children will soon make them forget what they have left behind on the other side of the Ocean.





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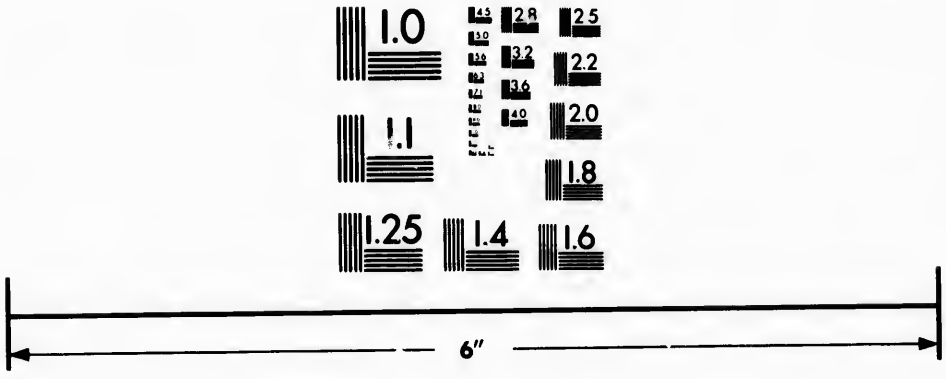

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